

Wednesday, 10th July.

BEFORE MR. HAZELAND.

DRUNK AND INCAPABLE.

Chas. Staun, a German marine engineer, was charged with being drunk and incapable. When asked if he admitted the charge he said: "I couldn't say if I was drunk. I had worked the whole night previously and all day yesterday. I was quite played out."

His Worship—You say you were not drunk?

Defendant—I am very sorry.

His Worship—You must either admit or deny the charge. Do you admit the charge?

Defendant—I admit.

His Worship—Fined 32, or eight days' hard labour.

CAUSING OBSTRUCTIONS.

There were six cases of causing obstructions, which were punished with the customary fine of 32 or eight days each.

BEFORE MR. KEMP.

CHERRY RICKSHA-COOLES.

Sergeant Patterson charged a ricksha-coolie with unlawfully depositing him before completion of his journey.

The Sergeant had engaged the ricksha at Queen's Road Central to take him to Bay View. When he got to Ship Street the coolie stopped and could not be persuaded to go further. His Worship fined him 35, or fourteen days' labour.

SNATCHING ONE HUNDRED DOLLARS.

One Un Wa was charged with having taken two others not in custody snatched a canvas bag containing \$100 in silver from Lau Tai, a shop-coolie, at No. 327, Queen's Road West. Complainant had been sent out by his master to collect the money. He succeeded in doing so, and placed the coin in a canvas bag and putting the latter under his arm started on his return to his master's shop.

While he was on his way three Chinese came alongside of him. Two pushed against him and defendant, snatching the bag from him, ran away. Complainant raised the hue and cry, and a private watchman stopped the thief with the bag and money in his possession.

Defendant pleaded guilty and received three months' hard labour.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board will be held to-day, Thursday, 11th July, at 4.15 p.m.

ORDERS OF THE DAY.

1. Further Report by the Sanitary Improvement Committee.
2. Report by the Chinese Cemeteries Committee.
3. Reply from Government relative to the removal of plague bodies from the Colony.
4. Reply from Government regarding the erection of eight stalls in Yuenai Market.
5. Minute reporting the result of Dr. Atkinson and the appointment of Dr. Pearce as Assistant Medical Officer of Health.
6. Reply from Government relative to the erection of buildings in accordance with improved plans.
7. Further correspondence relative to the excessive Chinese infant mortality.
8. Draft Bye-laws relative to disinfection of infected premises.

G. A. WOODCOCK.

Acting Secretary.

AGENDA.

1. Suggestion by the Vice-President relative to noise nuisances.
2. Suggestion by the Vice-President regarding the Cemeteries at Kowloon City and Sham Shui Po.
3. Correspondence relative to the erection of a mortuary at Kowloon.
4. Report by Mr. F. Brown on the cleansing and fumigation of No. 5 Health District.
5. Correspondence relative to the cleansing of houses in No. 5 Health District.
6. Report of the analysis of the public water supplies.
7. Results of the examination made under "The Sale of Food and Drugs Ordinance."
8. Application for the erection of urinals at the Western Hotel.
9. Minute by the Medical Officer of Health relative to the appointment of rat catchers.
10. Nuisance caused by water-buffaloes.

SINGAPORE AND THE "MORNING POST."

On the 3rd inst. at the Singapore Municipal Commission the following extraordinary discussion took place on the statements of Mr. Knight, correspondent of the *Morning Post*, on the occasion of the Royal visit to Singapore.

Mr. Evans asked—Does the President propose to take any steps to contradict the misstatements of Mr. Knight of the *Morning Post* and re-publish in the local Press?

The President said he had not yet thought of taking any notice of the contribution by Mr. Knight of the *Morning Post*, but if the Commission desired it he would do so. There were a good many misstatements in the contribution.

Mr. Wee Thean Tew was of opinion that the article should be left for the local Press. As a Commission they should not take any notice of it, but treat it with contempt.

Mr. Jago favoured the sending of a contradiction to another paper—the *Daily Mail* for instance. They would be only too glad of it.

Mr. Evans—I wouldn't do that. I merely asked the question as it is a pity that such absolute misstatements should be allowed to be circulated throughout the Empire by a paper of the class of the *Morning Post*, without some person in authority contradicting such misstatements flatly, by simply stating they were not so. Whether the Government proposed to do so or not he could not say.

The President—If it could be done through the Colonial Office it would be better.

Mr. Evans said he would be satisfied if the President would take the matter into consideration.

The President said he would enquire into the matter, and see if Government intend to take any steps.

Mr. Cascard said he did not think Mr. Knight had seen the letter sent by the Duke approving of the arrangements.

Mr. Jago—I think some of your brawny men must have hustled him.

LATEST STEAMER MOVEMENTS.

The O. & O. steamer *Doris*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Island Sea, Kobe, Nagasaki and Shanghai on the 9th inst.

The steamer *Arratoon Ayeer*, from Calcutta, left Singapore for this port on the 26th inst. p.m.

The A. L. steamer *Maria Valerie* left Moji for this port yesterday morning.

JUSTICE

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

GENERAL NEWS.

LONDON, 9th July, 7.5 p.m.

THE LIBERAL PARTY.

In consequence of Mr. Asquith's recent speech, dissociating the Liberal Imperialists from the views of Sir Henry Campbell-Bannerman with regard to the South African War, the latter called a meeting of the Liberal party to-day at the Reform Club, at which he protested against "sectional divisions, machinations and cabals." Mr. Asquith dissociated himself from all cabals, and cordially supported a vote of confidence in Sir Henry Campbell-Bannerman. He urged, however, the recognition of honest differences of opinion.

A VOTE OF CONFIDENCE.

Sir Edward Grey spoke to a similar effect, and the vote of confidence was carried unanimously.

THE PLAGUE ON THE "LAOS."

The Messageries Maritimes steamer *Laos* has been quarantined at Marseilles for ten days. Sixteen of the Arab stokers are suffering from plague.

REUTERS'S SERVICE.

LONDON, 8th July.

THE AMERICAN PRISONERS IN SOUTH AFRICA.

Great Britain has declined to release the Americans among the prisoners of war.

BOER TREASONERY.

Evidence derived from various sources shows that the Boers killed the wounded lying on the field after the Vlakfontein fight.

LONDON, 8th July.

THE VLAKFONTEIN ALLEGATIONS.

Lord Stanley has ordered a full enquiry into the allegations of Boer treachery after the Vlakfontein fight.

BRITISH FORCES IN SOUTH AFRICA.

The British forces in South Africa now number 251,000 men, of whom 14,000 are sick.

PLAGUE ON THE FRENCH MAIL.

Fifteen cases of bubonic plague are reported on board the French Mail steamer *Laos* which has arrived at Marseilles from the Far East. Upwards of 300 passengers and crew are quarantined.

THE PLAGUE.

During the 24 hours ending at noon yesterday there were reported 3 fresh cases of plague and 2 deaths (Chinese).

We regret to announce that Capt. Primrose and his son were removed to hospital at 6.15 yesterday evening, suffering from plague. It will be remembered that Mrs. Primrose was discharged from Kowloon Hospital on the 4th inst.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

THE CHINESE AND SANITATION.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 10th July.

SIR,—I endorse every word your evening contemporary, the *Hongkong Telegraph*, says in its leading article of yesterday. It is not fair to condemn or form any conjectures as to the motive of the few Chinese stars amongst the Chinese, in refraining from appending their signatures to the petition, without enquiring into the causes that justify such an attitude on their part. I know for certain that they will be very glad to support the agitation on foot, if it can only be secured that matters will not be made too hot for their poor to stay.

It has now become a fact, that for the last seven years the sanitary measures enforced have rather inflicted hardship on the labouring class than benefited the colony at large, by destroying the poor people's household property, which, though rubbish in the eyes of their betters, is treasure to themselves, and by indirectly raising the rents. Who will say that, if with 88 a month, the Chinese can house their families in large airy buildings with tennis courts and gardens attached to same, they prefer to huddle together in dark holes? The coolies are also human beings and possess similar senses. Though Chinese supporters were very little, yet, if it is really wanted, the hardship on their poor should not be entirely ignored.—Yours, etc.,

INTIMATION.

A. S. WATSON & CO., LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SCOTCH WHISKY.

- A.—THORNE'S BLEND... \$10.80
- B.—GLENORCHY, MELLOW BLEND, a fine 'Soda' Whisky of great age... 10.80
- C.—ABERLOUR-GLENLIVET... 12.00
- D.—H.K.D. BLEND of the Finest Old Malt Scotch Whiskies... 14.40

E

WATSON'S SPECIALITY VERY OLD LIQUEUR SCOTCH WHISKY of Superb Quality and Great Age. Pronounced by all Connoisseurs to be the BEST BRAND in the FAR EAST... \$15.00

A. S. WATSON & CO. LIMITED.

THE HONGKONG DISPENSARY.

The Daily Press.

HONGKONG OFFICE: 14, DES VOUX ROAD, C1
LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, 11th July, 1901

TO-DAY the Petition to Mr. CHAMBERLAIN asking for an enquiry into the sanitation of the Colony will be sent to the Colonial Secretary with a request that it be at once forwarded. The Petition in the matter of signatures is the strongest that has ever been sent from this Colony since it was founded. It is a matter of regret that so energetic and so able an official as the late Dr. AYRES did not live to witness this triumphant outcome of his labours. The many extracts from official medical reports which are contained in the Petition and make up the case for the petitioners are endorsed by every professional man in the Colony qualified to express an opinion on the subjects dealt with. So then, as far as the community is concerned, the labours of the late Colonial Surgeon and the present Medical Officer of Health have not been in vain, and their reproaches as to the indifference of the public have at last been met by unanimous public action. One important and gratifying aspect of the movement for local sanitary reform is that it has revealed a new independent force in the Colony. The men whom we have long looked upon as the leaders of the community have refrained from signing the Petition. It was produced by residents who have hitherto never posed as public men, although the Committee contained in its ranks several of the leading men in our shipping and mercantile circles. Therefore, if the object of the petitioners be attained, it will break down once and for all the theory far too long prevalent here that the welfare and destiny of this Colony is controlled and regulated by a select few who stand as its public representatives. They will have to yield to public opinion when they cease by their own inclinations to represent it. The Petition has been signed by all classes and races of this cosmopolitan community, although the preponderance of signatures is naturally British. If any condemnation of the existing sanitary system is needed, it is contained in the fact that nearly all the doctors, architects, and engineers have signed the Petition. The majority of the lawyers have evidenced its legality by their signatures, and it is even gratifying to learn that the document has received episcopal benediction, inasmuch as the two local prelates have appended their names to it. In spite of the abortive Chinese opposition, the lists

comprise many signatures of that nationality, and the Pursees, as was anticipated, have unanimously supported it.

The community will be delighted to learn that H.E. the Governor is in so hearty accord with the wishes of the petitioners that he has already written home asking that a sanitary expert shall be sent here to enquire into the sanitation of the Colony. Such request, we believe, went home by the last mail. Everyone will appreciate this exhibition of practical sympathy with the desires of the community, although they may question the apparent haste of His Excellency. We think H.E. would have shown greater wisdom had he waited a week longer and attached his recommendation to the Petition, for under the circumstances it appears as if H.E. was trying to head off the petitioners. We, of course, do not charge this to H.E., but we cannot refrain from thus representing a prevalent opinion. In any case, if by such a despatch it was desired to forestall the petitioners, the petitioners were telegraphed home weeks ago, and moreover the Petition itself is dated. The community, however, will be grateful to Sir HENRY BLAKE for his action, which in itself is a gratifying tribute to the effectiveness of the agitation for local sanitary reform.

The outbreak of plague on the Messageries Maritimes steamer *Laos* is likely to cause no small sensation at Marseilles and in Europe generally. The *Laos* left this port for France on the 3rd June. She arrived at her destination at the beginning of this week, having on board sixteen Arab stokers suffering from plague. Consequently the whole of the three hundred passengers and the crew have been quarantined. The local agents of the Messageries Company were unable to say whether these Arab stokers were on the *Laos* when she left Hongkong or whether they were taken on when the vessel reached the Suez Canal. Plague exists in Egypt at the present time, but the shortness of the run between the Canal and Marseilles does not give much time for the disease to have developed. On the other hand we have heard nothing of any plague cases on the earlier part of the *Laos*'s journey. There is, of course, the third possibility that the men were shipped at some intermediate place. The guilt of Hongkong in the matter is at present open to question, and we trust that it will be disproved. The only consolation, in event of our responsibility being unfortunately shown, would be the powerful reminder which the home authorities would be given of the evil state of sanitary affairs in this Colony.

The British transports *Gleanigle* and *Lalpoora* left the Harbour yesterday for Taku and Calcutta respectively.

The French mail of the 3rd June and the German mail of the 13th June were delivered in London on the 9th inst.

The two letters in our columns about the absence of name-plates at both ends of Barker Road have apparently born fruit. One was put up at the Tramway end on Saturday last, and the other at the Magazine Gap end on Monday.

The arms seized by Sergt. Watt (not Ward, as erroneously published), were taken from the shop of Tam Tsing, who was sentenced at the last Criminal Sessions to nine months' hard labour for attempting to bribe Sergt. Watt.

The United States Consulate in Chungking was closed at the end of last month. Mr. Henry B. Miller, the Consul, having been transferred to Newchwang. This is attributed to the small amount of business done by Americans in Chungking, most of the residents there being missionaries.

A water polo match between teams representing the 25th Co. E. D., H. G. A., and the V.R.C. will be played this afternoon at 5.30 at the V.R.C. Kowloon. The following will play for the V.R.C.—H. A. Lamont, J. H. Hance, A. A. Alves, A. E. Alves, J. Miller, A. Loureiro, and C. E. Hance.

The Yumati ferry-launch *Cheung Ching*, in approaching her wharf at Connaught Road West at about nine o'clock on Wednesday evening, ran down and sank a first-class passenger sampan. No one was injured, and the occupants of the sampan were able to save their belongings and to board the launch before their boat went down.

The usual weekly concert under the auspices of the Hongkong Missions to Seamen was held on Tuesday evening. The programme was an excellent one, and included vocal solos from Mrs. Stringer, Mrs. Brand, Mr. Coster, Private Townley, Mr. Doring, and Mr. Mutton; instrumental solos from Mr. Doring (violin), Private Townley (cornet), and Mr. Oliver (saxophone). The accompanists were Miss Parker and Mr. Sheriff. The Rev. T. Wright made a genial chairman.

The *Times* of the 8th ult. says:—A Court of inquiry was opened at Portsmouth yesterday into the breakdown of the steering gear of the *Cressy*, armoured cruiser, Capt. H. M. Tudor. It is now feared that the ship will be detained for fully six weeks. The accident is exceptionally unfortunate, as not only were the Admiralty anxious to send this new type of cruiser to the China Station, but they were equally anxious to relieve the *Centurion*. Sir E. H. Seymour's flagship, which began her present commission as far back as April, 1897,

The German transport *Palatia* arrived at Singapore from Taku on the 4th inst. with the coffin containing the remains of the late Baron von Ketteler, and 39 officers, 37 petty-officers and 1,558 soldiers bound for Germany via Aden. On the 29th July the *Palatia* picked up five Chinamen and one Chinese woman floating on a small raft. The Chinese belonged to an Amoy junk which was wrecked at sea.

The Berlin *Post*, in an inspired article on the 7th ult., contradicted the report that the German Emperor had proposed that a French officer should be appointed to succeed Count von Waldersee as Commander-in-Chief of the allied troops in Chihli, and stated that the question of the command of the forces which are to remain in China has been left to be settled by the generals in command of the various contingents.

A bronze medal, on which will be graven an eagle fixing its talons in a dragon and on the reverse side the Emperor's signature, will be conferred upon the officers and men of the German expedition to China. A similar medal in steel will be conferred upon all persons—soldiers, sailors, and civilians—who have taken part in the preparation of the expedition or have in other ways contributed to the success of the campaign.

A High School for girls is to be established shortly at Singapore, under the name of St. Mary's College. The instruction will be given, as far as possible, in the form of lectures, but individual help will be offered as time may allow. The College course comprises Theology, Church History, Arithmetic, Euclid, Algebra, English Literature, English History, Composition, Astronomy, French, German, Drawing, Painting, Part-Singing and Calligraphy.

According to a Bombay telegram, the Political Agent at Zhoob reports that a number of dead locusts have been discovered in parts of that district. It appears that they died of a worm disease. Similar reports have arrived from Thol Chetlail and Kalat. An investigation made by the Agency Surgeon shows that the thorax of the infected insects is infested with maggots; but it is not known what these maggots are or how the worms were introduced. Specimens are being collected and sent to Calcutta for examination.

The *Deutsche Asiatische Warte* of the 3rd inst. with great complacency republishes a letter by Mr. Angus Hamilton to the *Pull Mall Gazette*. The letter in question is an adverse criticism of the management of the Tientsin railway by the British, and of British manners and British vanity in general, while it praises the Germans greatly for the improvements they are supposed to have made on the Tientsin railway when in charge of it. The fact that Mr. Hamilton, an Englishman, lectures his countrymen on their weaknesses and their manners appears to delight our contemporary. But surely the German journal is rather ingenuous in attaching so much importance to the outpouring of this irresponsible and self-constituted censor.

Some interesting particulars of the work involved in the construction of the Siberian Railway were published in the *Odesa Novosti* last month. The paper reminds its readers that it is exactly ten years since the first sleeper of the gigantic railway was laid. The number of officials and workmen employed on the line during the decade was over 70,000 and 10,000,000 saguenes of earth were either cut through or levelled. One hundred million cubic saguenes of bricks and dressed stones and 10,500,000 pounds of cement were used in the work. The total length of the bridges erected was 47 versts, and 200 versts of water mains were laid. The weight of the bridge material used was 3,500,000 pounds, while 20,000,000 pounds represents the weight of the rails laid. Seventy thousand square saguenes of buildings were erected and 40,000 desiatinas of forest were cut down to supply the 70,000,000 sleepers required. The *Novosti* concludes by pointing with pride to the fact that the line was laid from start to finish by Russian engineers and workmen labouring as often as not under great difficulties and adverse climatic conditions.

During the first week of her commissioned trials in May and June, the torpedo-boat destroyer *Viper* steamed at various speeds up to 18 knots, and made several runs over the measured mile in Stokes Bay, in order to find the amount of pressure and exact number of revolutions required to produce given speeds. The second week was devoted to cruising, and the boat made a run to the Channel Islands, returning to Dartmouth, and on this occasion the speed was worked up to 25 knots. In the third week the speed was raised from 25 knots to the maximum, which was maintained for one hour. The mean of the hour was 30½ knots, and the best run over the mile gave a speed of 31½ knots. Throughout the three weeks the vessel had all her stores on board, and she was down to her normal sea-going draught. One of the most interesting runs of the series was made on the 6th ult., when the Lords of the Admiralty took passage in the *Viper* from Portland to Portsmouth. On that occasion she maintained a speed of 27 knots. The *Viper*, in spite of her capacity for consuming large quantities of coal, carries the same stoker complement as that of any other destroyer of her size, and most of the last week's trials were intended to ascertain what results could be obtained by employing the stokers in two watches, but it was found necessary to employ all hands to ensure the highest speeds. The temperature in the engine-room was found to be highest when travelling at low speeds, and, owing to the ventilation caused by the fans, to be lowest at the highest speeds. As fine weather prevailed throughout the three weeks, no opportunity was afforded of testing her sea-keeping qualities, but no vibration was experienced on any of the runs.

Leave of absence has been granted to Major F. Koo, Army Service Corps, from 17th inst. to 16th September.

A Bombay despatch of the 24th ult. says:—Private Walker, of the Shropshire Light Infantry, has stabbed Corporal Ward, of the same regiment, in his sleep, with a bayonet, inflicting fourteen wounds. The affair took place at Poonah. Walker was arrested.

Russia continues the "purgations" of the universities and professions by hurrying "suspects" to remote wilds. Among the number is Count Bobrynski, a descendant of the Empress Catherine, who was seized in the street and sent off at only four hours' notice to Kola, a wretched Lapp village on the Arctic Ocean.

The Japanese authorities are evidently determined to take all precautions against the introduction of plague. That part of the premises belonging to the Medical College of the Imperial University in which the post-infected rats were found, was burned down on the 27th ult. as a precautionary measure against the outbreak of the disease in Tokyo.

A Yellow Book on affairs in China was published in Paris at the beginning of the month. It states the moderation and restraint of the French troops in North China, which was "highly appreciated by the Chinese authorities and people, who begged to be placed under French authority." This is hardly what the war correspondents have led us to expect, but then they do not write Yellow Books—at least, not of this kind.

Some candid criticisms of the Admiralty have been given hitherto to Mr. W. Allan M.P., who was entertained recently at the National Liberal Club. The adoption of the water-tube boilers instead of the cylindrical system was the biggest blunder that could possibly have been made. The Admiralty had been spending millions of money blindly and foolishly in the construction of their ships. They had only now got to the experimental stage, and thousands had been spent in boiler experiments. It was enough to make Watt turn in his grave.

The native *Siu Wan Pao* discusses the adoption of the gold standard for the Foreign Customs Tariff. The amount of the indemnities is very great, and China has nothing to advance by way of hypothecation. Hence, the editor says, she is forced by the dire necessity of the circumstances to ask for an increase in her tariff. The nations ought to consent to a 10 per cent. tariff. But England will object. A compromise of 5 per cent. has been suggested, which would bring in ten millions additional. If all articles at present on the free list were also taxed, that would be a further godsend to China. China, being a silver-using country, lost on the great depression of the exchange, especially as she pays her debts in gold. The *Siu Wan Pao*'s editor urges that now is the time for the Chinese Plenipotentiaries to secure a change.

M. Lessar, who is mentioned as the probable successor of M. de Giers as Russian Minister at Peking, is chiefly known for the part he took in the delimitation of the Russo-Afghan frontier. Born in 1851, of Montenegrin parentage, and educated at the Ecole des Ingenieurs in St. Petersburg, his first experience was in surveying railways in Asia under General Skobloff. On the strength of this experience he was selected in 1880 to assist in surveying and exploring the Turcoman country between the Caspian and Afghanistan. During the following two years he explored the whole of the ground of the Russo-Persia and Russo-Afghan frontier, covering, it is said, a distance of nearly 6,000 miles. In consequence the direction of the whole question of the Afghan frontier was committed to his care, and in 1885 he was sent on a special mission to London to assist in the negotiations which accompanied the despatch of the Afghan Boundary Commission.

The steamer *Putalia* (transport No. 14) arrived in the harbour yesterday morning from Taku. She has on board Major-General Sir Norman Stewart (commanding First Brigade, China Field Force) and staff, and the officers and men of the 24th Panjab Infantry. This regiment took part in the operations for the relief of the besieged Legations, and participated in the historic march to Peking. The regiment was subjected to a heavy shell and rifle fire just before entering the Capital city, but behaved magnificently. Enquiry on board the *Putalia* showed that the aspect of affairs up North is much the same as we already knew it. Comparative calm is succeeding the turmoil of the past twelve months, and districts policed by the troops of the Allies are now being handed over to the care of Chinese soldiers. At Lang Fang, situated in the district where the Boxer rising most seriously asserted itself, and where Admiral Seymour's expedition met with a severe check, the Germans are building a small fort, capable of holding about four hundred men, for the protection of the railway there. Although the back of the late rebellion has been broken, our informant was not at all sanguine of a continuation of internal peace and quietude in China. As long as Boxers exist, he said, and as long as they have unscrupulous men to lead them, so long will civil strife in China continue. He did not anticipate any immediate trouble, but felt confident that the events of the past year would be repeated sooner or later. Had many of the Boxer leaders escaped. Had more of them been killed the chances of peace would have been greater and more hopeful. The *Putalia*, which has on board several pom-poms captured from the Boxers, is expected to sail at mid-day to-day.

NEW ADVERTISEMENTS

FROM This Day we have Authorised
our Firm, **JOSEPH & CO.**
Hongkong, 10th July, 1901. [1755]

WANTED.
EUROPEAN ASSISTANT for General
Office Work. Knowledge of German
language preferred.
Apply to—
[Hongkong, 11th July, 1901.] [1759]

WANTED.
BRACKSMAN for the Peak Tramway.
Apply personally at the Office of the
HONGKONG HIGH-LEVEL TRAMWAYS CO.,
LIMITED, 38 and 40, Queen's Road Central,
Hongkong, 11th July, 1901. [1752]

WANTED TO BUY.
A SMALL WATERPROOF TENT for
camping out.
Please send offers to—
[Hongkong, 11th July, 1901.] [1751]

TO LET.
Care of Daily Press Office.
[Hongkong, 11th July, 1901.] [1751]

3 LARGE UNFURNISHED ROOMS with
Separate Bath, use of COOKHOUSE,
&c., &c.
Apply—
[Hongkong, 11th July, 1901.] [1754]

TO LET.
IMMEDIATE POSSESSION.
3 LARGE and WELL-VENTILATED
ROOMS, with BATHROOM and VERAN-
DAH, at No. 37, CAINE ROAD.
Apply to—
[Hongkong, 11th July, 1901.] [1755]

HAMBURG-AMERIKA LINIE.
FOR SHANGHAI.
THE Steamship
"LYEEMOON."
Captain Th. Lehmann, will be despatched for
the above port TO-DAY, the 11th July,
at 5 P.M. instead of as previously notified.
This Steamship has superior accommodation
for First and Second Class Passengers.
For Freight or Passage, apply to
[Hongkong, 11th July, 1901.] [1756]

THE Steamship
"QUARTA."
Captain Johanson, will be despatched for the
above ports TO-DAY, the 11th July, at 5 P.M.,
instead of as previously notified.
For Freight, apply to
[Hongkong, 11th July, 1901.] [1757]

OCEAN STEAMSHIP COMPANY.
CONSIGNEES per Company's Steamer
"PATROCLOS"
are hereby notified that the Cargo is being dis-
charged into Craft, and/or landed at the Go-
downs of the Hongkong and Kowloon Wharf
with all its contents at risk. The Cargo will be
ready for delivery from Craft or Godown on
and after the 13th instant.
Optional Cargo will be landed unless notice
has been given prior to steamer's arrival.
Goods undelivered after the 17th instant
will be subject to rent. All damaged Goods
must be left in the Godowns, where they will be
examined at 11 A.M. on the 19th instant.
No Fire Insurance has been effected.
BUTTERFIELD & SWIRE,
Agents.
[Hongkong, 10th July, 1901.] [1758]

VICTORIA RECREATION CLUB.
THE ANNUAL GENERAL MEETING
will be held in the Club Gymnasium,
Kowloon, TO-DAY (THURSDAY), 11th July,
at 5.30 P.M., to receive and pass Annual
Report and Statement of Accounts and to elect
Officers and Committee for ensuing year.
A. DENISON,
Acting Hon. Secretary.
[Hongkong, 5th July, 1901.] [1759]

NOTICE.
ANY OUTSTANDING CLAIMS against
the undersigned must be sent in on or
before the 18th instant for PAYMENT.
Customers are respectfully requested to
settle all their accounts before the above
mentioned date.
A. ABDOLLA & CO.,
132, Wellington Street.
[Hongkong, 3rd July, 1901.] [1762]

WANTED.
FOR CANTON.
A GOOD INTERPRETER and TRANS-
LATOR, able to speak Mandarin
Dialect.
Apply by letter to—
[Hongkong, 10th July, 1901.] [1747]

WANTED.
WANTED AT ONCE a Competent
PORTUGUESE CLERK, well
acquainted with General Office Work.
Apply by letter to—
[Hongkong, 6th July, 1901.] [1724]

WANTED.
SMALL HOUSE, FURNISHED or UN-
FURNISHED in Good Locality, Peak,
Victoria, or Kowloon, or part of Larger
Home, for about Two or Three Years. Highest
References.
Apply—
[Hongkong, 9th July, 1901.] [1714]

DAVID CORRAE & SON'S
MERCHANT NAVY
HAVE BOILED
LONG FLAX
RELIGIOUS CROWN
TARPAULING
BERNHOLD KARBURG & CO.
Sole Agents.
[Hongkong, 10th July, 1901.] [1710]

AUCTION

PUBLIC AUCTION.
THE Undersigned have received instructions
to Sell by Public Auction,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW (FRIDAY) AND
SATURDAY,
the 12th and 13th July, commencing each day
at 2.30 P.M.
A QUANTITY OF
SILK TAPESTRIES and EMBRO-
DERIES and SILK GAUZE
(Various Colours).
These Silks are all made in the Imperial
Looms at Pootchow and Hangchow for Imperial
use, and were Stored in the Imperial House-
hold Godowns, Peking.
The above will be on view on and after
THURSDAY.
TERMS—As usual.
HUGHES & HOUGH,
Auctioneers.
[Hongkong, 8th July, 1901.] [1713]

PUBLIC COMPANIES
GREAT EASTERN and CALEDONIAN
GOLD MINING COMPANY, LIMITED,
IN LIQUIDATION.
NOTICE IS HEREBY GIVEN that an
EXTRAORDINARY MEETING of the
PREFERENCE SHAREHOLDERS
will be held at the Company's Office, No. 14,
Des Vaux Road, on SATURDAY, the 20th
July, at 12.15 P.M., for the purpose of receiving
and discussing the Liquidator's proposals for
dealing with the Company's Assets.
The Liquidator,
M. BENNECKE.
[Hongkong, 5th July, 1901.] [1699]

THE HONGKONG LAND INVESTMENT
AND AGENCY CO., LD.
AN INTERIM DIVIDEND of Six
Dollars per Share for the Six Months
ending 30th June, 1901, being at the rate of
Twelve per Cent. per Annum, will be payable
on the 27th instant, on which date Dividend
Warrants may be obtained on application at
the Company's Office, No. 5, Queen's Road
Central.
The TRANSFER BOOKS of the Company
will be CLOSED from the 22nd to the 27th
instant (both days inclusive).
By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.
[Hongkong, 9th July, 1901.] [1728]

THE WEST POINT BUILDING
COMPANY, LIMITED.
AN INTERIM DIVIDEND of One
Dollar and Fifty Cents per Share for
Six Months ending 30th June, 1901, will be
payable on the 27th instant, on which date
Dividend Warrants may be obtained on applica-
tion at the Company's Office.
The TRANSFER BOOKS of the Company
will be CLOSED from the 22nd to the 27th
instant (both days inclusive).
By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary, Hongkong Land Investment
and Agency Company, Limited,
General Agents, The West Point
Building Company, Limited,
[Hongkong, 9th July, 1901.] [1729]

"MINERAL LABORATORIUM."
ROOMS CHE-KERK STRAAT,
SOERABAYA, JAVA.
Messrs. J. M. KAUFMANN & CO.
Consulting and Mining Engineers; Metallur-
gists and Assayers. Experts in Mines,
Minerals and Metals.
Messrs. J. M. KAUFMANN & Co. are pre-
pared to Manage, Survey, Value, Test and
report on all classes of Mining Properties.
Messrs. J. M. KAUFMANN & Co. treat on
their Premises all classes of Minerals or Metals
by the undermentioned processes, viz.:
By Crushing, Amalgamating, Smelting, Fire
Assaying, Cyanidation, Chlorination or Chemi-
cal Analysis either qualitative or quantitative
in quantities up to 1/10th ton weight.
Terms Reasonable.
Tariff on Application.
Orders Receive Prompt Attention. Corred
Returns.
J. M. KAUFMANN & CO.,
JAVA.
[Hongkong, 5th May, 1901.] [1374]

BAILEY & MURPHY.
CONSULTING ENGINEERS AND
SURVEYORS,
60 & 62, DES VAUX ROAD.
Telephone No. 187. Telegrams "Contract."
W. S. BAILEY, M.I. MECH. E.
E. O. MURPHY, M.I. MECH. E.
[Hongkong, 4th January, 1901.] [13]

MITSU BISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.
CODE WORD: "DOCK" NAGASAKI.
A.I., A.B.C., Scott's and Engineering Codes
Used.
DOCK No. 1 (at TATEGAMI).
Extreme Length, ... 523 feet.
Length on Blocks ... 513 "
Width of Entrance on Top ... 89 "
Width of Entrance on Bottom ... 77 "
Water on Blocks at Spring Tides 26 1/2 "

DOCK No. 2 (at MUKAIJIMA).
Extreme Length, ... 371 feet.
Length on Blocks ... 350 "
Width of Entrance on Top ... 68 "
Width of Entrance on Bottom ... 53 "
Water on Blocks at Spring Tides 22 "

PATENT SLIP (at KOSUGE).
Can take vessels up to 1,000 tons gross.
THREE WORKS are well equipped with the
LATEST IMPROVEMENTS and can
execute any kind of work in SHIPBUILD-
ING and MARINE ENGINEERING as well
as in REPAIRING OF SHIPS.
THE COMPANY has a POWERFUL SAL-
VAGE PLANT READY AT SHORT
NOTICE.
[Hongkong, 10th April, 1901.] [1605]

TO LET.
A HOUSE in RIVON TERRACE.
HOUSES at LIGHTON HILL.
"FAIRVIEW," Kowloon.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
[Hongkong, 2nd May, 1901.] [66]

TO LET.
POSSESSION APRIL 1st.
NO. 1, STEWART TERRACE.
Apply to—
J. W. NOBLE.
[Hongkong, 6th March, 1901.] [1661]

TO LET.
POSSESSION, AUGUST 1st.
THE GODOWN in WEST POINT
(Kennedy Town) known as Feather
Factory, now occupied by the Hongkong and
Kowloon Wharf and Godown Co., Ltd.
For particulars, apply to—
LAUTS, WEGENER & CO.
[Hongkong, 9th July, 1901.] [1730]

TO LET.
OFFICE with VERANDAH attached,
No. 12, QUEEN'S ROAD CENTRAL.
Apply to—
HEURMANN, HERBST & CO.
[Hongkong, 9th July, 1901.] [1731]

TO LET.
HOUSE No. 8, ROBINSON ROAD.
HOUSE No. 8, MOSQUE JUNCTION.
Apply to—
H. L. NORONHA.
Executor of Dolina Noronha (Deceased).
[Hongkong, 9th July, 1901.] [1732]

TO LET.
NO. 8A, QUEEN'S ROAD CENTRAL.
Apply to—
KWONG CHEONG WO.
No. 239, Des Vaux Road.
[Hongkong, 9th July, 1901.] [1733]

TO LET.
NO. 2, QUEEN'S GARDENS, the 15th
August, 1901, FURNISHED.
Apply to—
S. J. DAVID & CO.
[Hongkong, 8th June, 1901.] [1451]

TO LET.
ROOMS or OFFICES, with SERVANTS'
QUARTERS, in FIRST FLOOR, No. 6,
ICE HOUSE LANE.
A. RUMJAHN.
[Hongkong, 4th July, 1901.] [1635]

TO LET.
GODOWN, No. 5A, DUDDELL STREET
Apply to—
THE HONGKONG LAND INVEST-
MENT AND AGENCY CO., LD.
[Hongkong, 5th July, 1901.] [1692]

TO LET.
SMALL GODOWN in DUDDELL STREET.
For Particulars, apply to—
R. C. WILCOX.
[Hongkong, 9th June, 1901.] [1616]

TO LET.
WITH BOARD, BEDROOM and PRI-
VATE BATH in exceptionally cool
well-appointed house. Location First Class.
Suitable for Married Couple or Bachelor.
SOLANO.
Care of Daily Press Office.
[Hongkong, 2nd July, 1901.] [1693]

BOARD AND RESIDENCE.
MRS. GILLANDERS
"GLENWOOD,"
21, CAINE ROAD.
[Hongkong, 20th September, 1900.] [869]

BOARD AND RESIDENCE.
COMFORTABLY FURNISHED
ROOMS, with Board.
Apply to Mrs. MATHER,
2, Pedder's Hill.
[Hongkong, 1st January, 1892.] [1694]

BOARD AND RESIDENCE.
MRS. SIDNEY JEFFREY.
"VERITAS,"
BRACE ROAD WEST,
FELIXSTOWE, SUFFOLK,
ENGLAND.
[Hongkong, 28th August, 1900.] [173]

FOR SALE.
AT THE PEAK, several Desirable
Residences. Well Situated, and Let to
Good Tenants.
For Particulars, apply to
R. C. WILCOX,
8, Beaconsfield Arcade.
[Hongkong, 22nd May, 1901.] [1309]

FOR SALE.
THE GERMAN STEAMER
"MUENCHEN"
4,536 Tons Gross, 2,855 Tons Nett,
as she now lies in the Cosmopolitan Dock at
Kowloon, Hongkong, in damaged condition,
with all her GEAR, TACKLE, ENGINES,
BOILER, MACHINERY and APPUR-
TENANCES now on Board.
For Particulars and Inspecting Order,
Apply to—
MELCHERS & CO.,
Agents.
[Hongkong, 29th June, 1901.] [1619]

WING CHEONG.
Dealers in
JEWELRY, PEARLS, DIAMONDS,
CURIOUS, JADESTONE ORNAMENTS,
BRONZES and CARVED IVORY WARE,
FINE SILKS and GRASSCLOTHS.
General Exporters of
ANISEED and CASIA OILS.
As, &c., Stock always on Hand.
An Inspection is RESPECTFULLY SOLICITED.
Note—We beg to announce that we also
buy all kinds of Curious at Moderate Prices.
1 & 3, D'ARVILLE STREET
(Behind Hongkong Dispensary).
[Hongkong, 19th April, 1901.] [1658]

LAUNCH FOR SALE.
A VERY Strongly Built and Well Finished
LAUNCH. All tank. 58 ft. long,
11 ft. beam, 6 ft. deep. Surface Con-
densing Engines. Cylinders, 24 and 15 in.
Stroke, 10 inches. Boiler, 5 ft. by 6 ft.
Steam Pressure, 125 lbs. Speed 10 miles per
hour.
Vessel will be completed and ready for use in
Fourteen Days. Very suitable as an Office
Launch.
Apply.
H. F. CARMICHAEL,
Queen's Buildings,
[Hongkong, 22nd June, 1901.] [1564]

NOTICE.
WHEREAS certain Deposit Receipts
issued by the IMPERIAL BANK OF
CHINA, in Peking and Tientsin, are alleged by
the holders to have been LOST, the Public
are warned against negotiating or dealing with
any such Deposit Receipts, as the Bank will
recognize only the actual Depositors.
For the IMPERIAL BANK OF CHINA,
A. W. MAITLAND,
Acting Chief Manager.
[Hongkong, 30th May, 1901.] [1378]

NOTICE.
THE Company is prepared to act as Special
Agents or Attorneys, Liquidators, Execu-
tors or Administrators, as Trustees, Receivers,
House and Estate Agents for Residents or
non-Residents, and, on Commission, to buy or
sell Property, to advance money against Mort-
gage, to invest funds in Mortgage or other-
wise, to buy or sell Shares or Local Stocks, and
generally to act for those who may be tem-
porarily or permanently absent from the Colony.
JOHN D. HUMPHREYS & SON,
General Managers.
[Hongkong, 1st February, 1901.] [387]

POHOMULL BROTHERS
37 & 39, QUEEN'S ROAD CENTRAL.
WHOLESALE AND RETAIL
IMPORTERS AND EXPORTERS.
Have for Sale
For Ladies and Gentlemen, and other Articles.
Oriental Embroidery, Rugs and Carpets,
Jewelry, Cashmere Shawls, Ivory, Sandalwood
and Tortoiseshell Wares, Curiosities and Fancy
Goods.
Inspection is Solicited.
[Hongkong, 5th November, 1900.] [727]

TO LET.

TO LET.
POSSESSION APRIL 1st.
NO. 1, STEWART TERRACE.
Apply to—
J. W. NOBLE.
[Hongkong, 6th March, 1901.] [1661]

TO LET.
POSSESSION, AUGUST 1st.
THE GODOWN in WEST POINT
(Kennedy Town) known as Feather
Factory, now occupied by the Hongkong and
Kowloon Wharf and Godown Co., Ltd.
For particulars, apply to—
LAUTS, WEGENER & CO.
[Hongkong, 9th July, 1901.] [1730]

TO LET.
OFFICE with VERANDAH attached,
No. 12, QUEEN'S ROAD CENTRAL.
Apply to—
HEURMANN, HERBST & CO.
[Hongkong, 9th July, 1901.] [1731]

TO LET.
HOUSE No. 8, ROBINSON ROAD.
HOUSE No. 8, MOSQUE JUNCTION.
Apply to—
H. L. NORONHA.
Executor of Dolina Noronha (Deceased).
[Hongkong, 9th July, 1901.] [1732]

TO LET.
NO. 8A, QUEEN'S ROAD CENTRAL.
Apply to—
KWONG CHEONG WO.
No. 239, Des Vaux Road.
[Hongkong, 9th July, 1901.] [1733]

TO LET.
NO. 2, QUEEN'S GARDENS, the 15th
August, 1901, FURNISHED.
Apply to—
S. J. DAVID & CO.
[Hongkong, 8th June, 1901.] [1451]

TO LET.
ROOMS or OFFICES, with SERVANTS'
QUARTERS, in FIRST FLOOR, No. 6,
ICE HOUSE LANE.
A. RUMJAHN.
[Hongkong, 4th July, 1901.] [1635]

TO LET.
GODOWN, No. 5A, DUDDELL STREET
Apply to—
THE HONGKONG LAND INVEST-
MENT AND AGENCY CO., LD.
[Hongkong, 5th July, 1901.] [1692]

TO LET.
SMALL GODOWN in DUDDELL STREET.
For Particulars, apply to—
R. C. WILCOX.
[Hongkong, 9th June, 1901.] [1616]

TO LET.
WITH BOARD, BEDROOM and PRI-
VATE BATH in exceptionally cool
well-appointed house. Location First Class.
Suitable for Married Couple or Bachelor.
SOLANO.
Care of Daily Press Office.
[Hongkong, 2nd July, 1901.] [1693]

BOARD AND RESIDENCE.
MRS. GILLANDERS
"GLENWOOD,"
21, CAINE ROAD.
[Hongkong, 20th September, 1900.] [869]

BOARD AND RESIDENCE.
COMFORTABLY FURNISHED
ROOMS, with Board.
Apply to Mrs. MATHER,
2, Pedder's Hill.
[Hongkong, 1st January, 1892.] [1694]

BOARD AND RESIDENCE.
MRS. SIDNEY JEFFREY.
"VERITAS,"
BRACE ROAD WEST,
FELIXSTOWE, SUFFOLK,
ENGLAND.
[Hongkong, 28th August, 1900.] [173]

FOR SALE.
AT THE PEAK, several Desirable
Residences. Well Situated, and Let to
Good Tenants.
For Particulars, apply to
R. C. WILCOX,
8, Beaconsfield Arcade.
[Hongkong, 22nd May, 1901.] [1309]

FOR SALE.
THE GERMAN STEAMER
"MUENCHEN"
4,536 Tons Gross, 2,855 Tons Nett,
as she now lies in the Cosmopolitan Dock at
Kowloon, Hongkong, in damaged condition,
with all her GEAR, TACKLE, ENGINES,
BOILER, MACHINERY and APPUR-
TENANCES now on Board.
For Particulars and Inspecting Order,
Apply to—
MELCHERS & CO.,
Agents.
[Hongkong, 29th June, 1901.] [1619]

LAUNCH FOR SALE.
A VERY Strongly Built and Well Finished
LAUNCH. All tank. 58 ft. long,
11 ft. beam, 6 ft. deep. Surface Con-
densing Engines. Cylinders, 24 and 15 in.
Stroke, 10 inches. Boiler, 5 ft. by 6 ft.
Steam Pressure, 125 lbs. Speed 10 miles per
hour.
Vessel will be completed and ready for use in
Fourteen Days. Very suitable as an Office
Launch.
Apply.
H. F. CARMICHAEL,
Queen's Buildings,
[Hongkong, 22nd June, 1901.] [1564]

NOTICE.
WHEREAS certain Deposit Receipts
issued by the IMPERIAL BANK OF
CHINA, in Peking and Tientsin, are alleged by
the holders to have been LOST, the Public
are warned against negotiating or dealing with
any such Deposit Receipts, as the Bank will
recognize only the actual Depositors.
For the IMPERIAL BANK OF CHINA,
A. W. MAITLAND,
Acting Chief Manager.
[Hongkong, 30th May, 1901.] [1378]

NOTICE.
THE Company is prepared to act as Special
Agents or Attorneys, Liquidators, Execu-
tors or Administrators, as Trustees, Receivers,
House and Estate Agents for Residents or
non-Residents, and, on Commission, to buy or
sell Property, to advance money against Mort-
gage, to invest funds in Mortgage or other-
wise, to buy or sell Shares or Local Stocks, and
generally to act for those who may be tem-
porarily or permanently absent from the Colony.
JOHN D. HUMPHREYS & SON,
General Managers.
[Hongkong, 1st February, 1901.] [387]

POHOMULL BROTHERS
37 & 39, QUEEN'S ROAD CENTRAL.
WHOLESALE AND RETAIL
IMPORTERS AND EXPORTERS.
Have for Sale
For Ladies and Gentlemen, and other Articles.
Oriental Embroidery, Rugs and Carpets,
Jewelry, Cashmere Shawls, Ivory, Sandalwood
and Tortoiseshell Wares, Curiosities and Fancy
Goods.
Inspection is Solicited.
[Hongkong, 5th November, 1900.] [727]

INDIAN, Chinese and Japanese Silk Goods
for Ladies and Gentlemen, and other Articles.
Oriental Embroidery, Rugs and Carpets,
Jewelry, Cashmere Shawls, Ivory, Sandalwood
and Tortoiseshell Wares, Curiosities and Fancy
Goods.
Inspection is Solicited.
[Hongkong, 5th November, 1900.] [727]

INSURANCES
"L'UNION"
FIRE INSURANCE COMPANY, LD.
(Established 1828).
THE Undersigned, having been appointed
GENERAL AGENT for the above
Company, is prepared to ACCEPT RISKS
at current rates.
Claims settled direct without reference to the
Head Office.
A. R. MARTY,
Agent.
[Hongkong, 1st August, 1900.] 2794

"L'URBAINE"
FIRE INSURANCE COMPANY, LD.
(Established 1838).
THE Undersigned, having been appointed
GENERAL AGENTS for the above
Company, are prepared to ACCEPT RISKS
at current rates.
P. LEMAIRE & CO.
[Hongkong, 7th February, 1901.] [439]

SUN INSURANCE OFFICE, LONDON
FOUNDED 1710.
THE Undersigned having been appointed
AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against FIRE at
Current Rates.
SIEMSEN & CO.,
Agents.
[Hongkong, 16th May, 1892.] [30]

SALAMANDER FIRE INSURANCE
COMPANY.
THE Undersigned, having been appointed
AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against FIRE
at Current Rates.
HOTZ, JACOB & CO.
[Hongkong, 2nd April, 1900.] [33]

TRANSATLANTIC FIRE INSUR-
ANCE COMPANY OF HAMBURG
THE Undersigned, having been appointed
AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against FIRE at
Current Rates.
SIEMSEN & CO.,
Agents.
[Hongkong, 16th November, 1872.] [29]

NORTH BRITISH AND MERCAN-
TILE INSURANCE COMPANY.
TOTAL FUNDS AT 31st DECEMBER, 1900,
£14,732,631.
I. AUTHORIZED CAPITAL, £3,000,000 0 0
SUBSCRIBED CAPITAL, £2,750,000 0 0
PAID-UP CAPITAL, £87,500 0 0
II. FIRE FUNDS, £2,633,710 14 4
The Undersigned, having been appointed
AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against FIRE at
Current Rates.
SHEWAN, TOMES & CO.,
Agents.
[Hongkong, 3rd July, 1901.] [1641]

PHENIX FIRE OFFICE
THE Undersigned are now prepared to
GRANT POLICIES of INSURANCE
against FIRE at Current Rates.
DOUGLAS LAFRAIK & CO.,
Agents for the Phoenix Fire Office.
[Hongkong, 17th August, 1887.] [32]

WESTERN ASSURANCE COM-
PANY OF TORONTO, CANADA.
INCORPORATED 1851.
CAPITAL, £410,000.
THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.
WM. MEYERINK & CO.,
Agents.
[Hongkong, 18th May, 1900.] [185]

NORTH GERMAN FIRE INSUR-
ANCE COMPANY OF HAMBURG
THE Undersigned AGENTS of the above
Company are PREPARED to ACCEPT First
Class Foreign and Chinese Risks at Current
Rates.
SIEMSEN & CO.
[Hongkong, 20th May, 1895.] [31]

AACHEN and MUNICH FIRE IN-
SURANCE CO.
OF AIX-LE-CHAPPELL.
THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.
REUTER, BROCKELMANN & CO.,
Agents.
[Hongkong, 21st April, 1897.] [54]

NOTICE.
WE, the undersigned, beg to notify the
Public and Shipping Community that
we have just received a Large Stock of
ENGLISH LAGER PILSENER in Cases of
6 dozen Pints for \$14 and \$25 per dozen, for
which we have been appointed Sole Agents by
the WERKHAUS LAGER COMPANY, LIMITED.
This Beer speaks for itself.
BUTCHER & CO.,
No. 39, Des Vaux Road.
[Hongkong, 26th June, 1901.] [1592]

INSURANCES

"L'UNION"
FIRE INSURANCE COMPANY, LD.
(Established 1828).
THE Undersigned, having been appointed
GENERAL AGENT for the above
Company, is prepared to ACCEPT RISKS
at current rates.
Claims settled direct without reference to the
Head Office.
A. R. MARTY,
Agent.
[Hongkong, 1st August, 1900.] 2794

"L'URBAINE"
FIRE INSURANCE COMPANY, LD.
(Established 1838).
THE Undersigned, having been appointed
GENERAL AGENTS for the above
Company, are prepared to ACCEPT RISKS
at current rates.
P. LEMAIRE & CO.
[Hongkong, 7th February, 1901.] [439]

SUN INSURANCE OFFICE, LONDON
FOUNDED 1710.
THE Undersigned having been appointed
AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against FIRE at
Current Rates.
SIEMSEN & CO.,
Agents.
[Hongkong, 16th May, 1892.] [30]

SALAMANDER FIRE INSURANCE
COMPANY.
THE Undersigned, having been appointed
AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against FIRE
at Current Rates.
HOTZ, JACOB & CO.
[Hongkong, 2nd April, 1900.] [33]

TRANSATLANTIC FIRE INSUR-
ANCE COMPANY OF HAMBURG
THE Undersigned, having been appointed
AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against FIRE at
Current Rates.
SIEMSEN & CO.,
Agents.
[Hongkong, 16th November, 1872.] [29]

NORTH BRITISH AND MERCAN-
TILE INSURANCE COMPANY.
TOTAL FUNDS AT 31st DECEMBER, 1900,
£14,732,631.
I. AUTHORIZED CAPITAL, £3,000,000 0 0
SUBSCRIBED CAPITAL, £2,750,000 0 0
PAID-UP CAPITAL, £87,500 0 0
II. FIRE FUNDS, £2,633,710 14 4
The Undersigned, having been appointed
AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against FIRE at
Current Rates.
SHEWAN, TOMES & CO.,
Agents.
[Hongkong, 3rd July, 1901.] [1641]

PHENIX FIRE OFFICE
THE Undersigned are now prepared to
GRANT POLICIES of INSURANCE
against FIRE at Current Rates.
DOUGLAS LAFRAIK & CO.,
Agents for the Phoenix Fire Office.

HONGKONG
BUSINESS DIRECTORY.

BOOKBINDING

"DAILY PRESS" OFFICE.
The only office in China having European
taught workmen. Equal to Home Work.

BUILDERS

KANG ON.
Contractor, 30, D'Almeida Street. Local
and Coast Port Buildings, Timber, Brick
and Granite.
Mechanics on gages, Estimates given.

CHEMISTS, DRUGGISTS, &c.

THE PHARMACY.
10, Queen's Road Central. Family and
Dispensing Chemists, Wines, Spirits and
Cigars.

THE VICTORIA DISPENSARY.
Chemists and Druggists, High-class Aerial
Water, Dealers in Photographic
Requisites, Queen's Road.

FURNITURE WAREHOUSEMEN

A. CHEE & CO., Established 1859.
Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories;
17a, Queen's Road Central.

JEWELLER

MAISON LEVY HERMANOS.
Diamond Merchants and Watchmakers, 40,
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Hilo.

PHOTOGRAPHERS

A. FONG.
The largest and most complete Studio in
Hongkong. Established 1859. Views,
Enlargements, Ivory Miniatures, Oil
Paintings, &c.; Ice House Street.

MEE CHEUNG.
Ice House Street, Top Floor. Permanent
Enlargements, Groups, Views, etc.; Develop-
ment Works, Amateurs' Requisites.

M. MUMEYA, JAPANESE ARTIST.
Bromide and Cyanine Enlargements and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; No. 8a, Queen's
Road Central.

PRINTING

"DAILY PRESS" OFFICE.
Proofs read by Englishmen.

STOREKEEPERS

F. BLACKHEAD & CO.
Navy Contractors, Shipchandlers, Sail-
makers, Provision and Coal Merchants,
Praya Central, next Hongkong Hotel.

BISMARCK & CO.
Navy Contractors, Ship Chandlers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour.

KWONG SANG & CO.
Shipchandlers, Sailmakers, Hardware,
Engineer Tools, Brass and Iron Mer-
chants, 144, Des Voeux Road.

MORE & REIMUND.
43 and 45, Des Voeux Road. Shipchandlers,
Sailmakers, Riggers, Commission Agents
and General Storekeepers; Sole Agents
for Shipowners' Composition ("Grey-
hound Brand") and Blundell,
Spence & Co.'s Composition.

TAILORS

R. HAUGHTON & CO.
Naval, Military and Court, 18, Queen's Road,
Opposite Kahn's Curio Store.

TOBACCONISTS

D. S. DADY BURJOR, "Los Filipinos,"
Importers of the Best Manila Cigars; 25,
Futcher Street.

WATCHMAKERS

DROZ & CO.,
10, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts, at moderate rates.

NOTICES TO CONSIGNEES

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship

"SUTSANG,"

having arrived from the above ports, Consignees

of Cargo by her are hereby informed that their

Goods will be delivered from alongside.

Cargo impeding the discharge or remaining

on board after Noon of the 11th instant will be

landed at Consignees' risk and expense into

Godowns at their cost.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO.,

General Managers,

Hongkong, 9th July, 1901. [1742]

NOTICE TO CONSIGNEES:

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO', ANTWERP,

LONDON AND STRAITS.

THE Steamship

"GLENROY,"

having arrived from the above ports, Consignees

of Cargo by her are hereby informed that their

Goods are being landed at their risk into the

Godowns of the Hongkong and Kowloon Wharf

and Godown Co., Limited, at Kowloon, where

each consignment will be sorted out mark by

the Goods are landed.

Optional Goods will be carried on unless

instructions are given to the contrary before

4 P.M. TO-DAY.

Goods not cleared by the 14th instant

will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the

Godowns, and a certificate of the damage ob-

tained from the Godown Co. within ten days

after the steamer's arrival, after which no

claims will be recognized.

McGREGOR BROS. & GOW,

Hongkong, 9th July, 1901. [1723]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO', ANTWERP,

LONDON AND STRAITS.

THE Steamship

"GLENLOGAN,"

having arrived from the above ports, Consignees

of Cargo by her are hereby informed that their

Goods are being landed at their risk into the

Godowns of the Hongkong and Kowloon Wharf

and Godown Co., Limited, at Kowloon, where

each consignment will be sorted out mark by

the Goods are landed.

Optional Goods will be carried on unless

instructions are given to the contrary before

4 P.M. TO-DAY.

Goods not cleared by the 14th inst. will be

subject to rent.

No Fire Insurance has been effected.

All damaged packages must be left in the

Godowns, and a certificate of the damage ob-

tained from the Godown Company within

ten days after the steamer's arrival, after

which no claims will be recognized.

McGREGOR BROS. & GOW,

Hongkong, 8th July, 1901. [1721]

NORTHERN PACIFIC STEAMSHIP

COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "OLYMPIA"

FROM TACOMA, VICTORIA, YOKO-

HAMA, KOBE, MOJI AND

SHANGHAI.

THE above Steamer having arrived, Con-

signees of Cargo are hereby requested to

send in their Bills of Lading for countersigna-

ture and to take immediate delivery of their

Goods from alongside.

Cargo impeding the discharge of the Vessel

will be landed and stored at Consignees' risk

and expense.

DODWELL & CO., LIMITED,

Agents,

Hongkong, 8th July, 1901. [11]

NAVIGAZIONE GENERALE ITALIANA

(FLORIO & RUBATTONI UNITED

COMPANIES).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"BISAGNO,"

having arrived from the above ports, Con-

signees of Cargo by her are hereby informed

that their Goods are being landed at their risk

into the Godowns of the Hongkong and Kow-

loon Wharf and Godown Company, where

delivery may be obtained. Perishable Goods to

be taken delivery of immediately.

All damaged packages must be left in the

Godowns, and a certificate obtained from the

Godown Company, within seven days after the

vessel's arrival here, after which no claims will

be recognized.

No Fire Insurance has been effected, and any

Goods remaining in the Godowns after the 12th

instant will be subject to rent.

Bills of Lading will be countersigned by

CARLOWITZ & CO.,

Agents,

Hongkong, 6th July, 1901. [7]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BENGAL"

FROM BOMBAY, COLOMBO AND

STRAITS.

Consignees of Cargo by the above-named

vessel are hereby informed that their Goods

are being landed and placed at their risk in

the Hongkong and Kowloon Wharf and God-

own Company's Godowns at Kowloon, where

each consignment will be sorted out Mark by

the Goods are landed.

This vessel brings on Cargo:-

From London, &c., ex a.s. Britannia.

From Persian Gulf, ex a.s. B. I. S. N. and

B. & P. S. N. Co.'s steamers

Optional goods will be landed here unless

instructions are given to the contrary before

5 P.M. TO-DAY.

Goods not cleared by the 11th instant, at

4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in

any case whatever.

All damaged packages must be left in the

Godowns, and a certificate of the damage ob-

tained from the Godown Company within

ten days after the vessel's arrival here, after

which no claims will be recognized.

H. A. RITCHIE,

Superintendent.

Hongkong, 4th July, 1901. [1]

THE CHINA MUTUAL STEAM NAVIGA-

TION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL.

THE Company's Steamship

"KAISOW,"

having arrived from the above ports, Con-

signees of Cargo are hereby informed that their

Goods are being landed and placed at their risk

in the Hongkong and Kowloon Wharf and God-

own Company's Godowns at Kowloon, where

each consignment will be sorted out mark by

the Goods are landed.

Optional Goods will be carried on unless

instructions are given to the contrary before

4 P.M. TO-DAY.

Goods not cleared by the 13th July, at

10 A.M., will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the

Godowns, and a certificate of the damage ob-

tained from the Godown Company within

ten days after the vessel's arrival here, after

which no claims will be recognized.

JARDINE, MATHESON & CO.,

Agents,

Hongkong, 6th July, 1901. [1710]

[ALL RIGHTS RESERVED.]

SPORT AND ANECDOTE.

BY AN OLD POEY.

THE KING OF MODERN HITTERS.

Seldom does one open the evening paper nowadays without discovering that Mr. Gilbert L. Jessop has been delighting the hearts of lovers of cricket by some extraordinary feat with the bat. Undoubtedly the Gloucestershire captain is the most sensational player of the period, and an hour with Jessop were worth a week with some of the stereotyped scorers who scratch about for their runs and make difficulties where none ought to exist. The British public dearly love a lord but more than that they do on a mighty hitter, for after all peers are only worth three a penny, whereas a hero at our national game is a jewel. The first time I saw Mr. Jessop it seemed to me impossible to believe that a man of his build could be a fast bowler and such a gigantic hitter. I have never been able to ascertain authentically any information as to the exact physique of Mr. Jessop, but I should say he is about 5ft. 6in. and certainly does not weigh more than 11 stone. I quite agree with Mr. W. J. Ford that "Jessop is a C. I. Thornton in miniature," but I go further than he does and declare that for his size Jessop is the most rapid scorer who ever lived, and strange to say he has not a robust constitution. At the present time he is suffering from an ailment which largely precludes him from bowling like a steam engine and will possibly necessitate a surgical operation before the end of the year. But happily in power of punishing all kinds of bowling, from the best downwards, he is unimpaired. It has been said that he is a mere duffer, but those who think so should carefully watch the way Mr. Jessop can place balls between the stumps. His display in the Yorkshire and Gloucestershire match at Bristol this season showed that the bowler must be a most unhappy man when once Mr. Jessop gets his eye in.

A SKETCH OF HIS CAREER.

Mr. Jessop is the son of a doctor, and was born at Cheltenham on May 19th, 1874. When quite a child he was possessed with a passion for cricket, and played in a garden about 11 yards long, with his two brothers. At the tender age of ten he was sent to Cheltenham Grammar School, and the year following was included in the cricket eleven. From Cheltenham he went to Burford Grammar School, and for two years scored most prodigiously. Leaving Burford he became a master at Beccles College in Suffolk and when there he did some extraordinary feats. In one match I remember his taking 15 wickets for no runs, and hitting up 210 in one hour and three-quarters. While he was at Beccles he was given a trial with Gloucestershire, the headmaster kindly giving him a holiday. He made his debut at Old Trafford in July, 1894, when he scored 29 and 19 against Briggs and Mohd, and captured one wicket for 72 runs. In the last match for Gloucestershire that year against Somerset, at Taunton, he scored 61 out of 73 in 50 minutes. In 1895, he still continued to assist Gloucestershire, and during this season at Cheltenham the future captain of the County made 63 out of 65 in 28 minutes by twelve 4's, two 3's, three 2's, and three singles against the bowling of Peel, Wainwright, Hirst, and Ernest Smith, of Yorkshire. On going up to Cambridge in 1896 he rattled up 102 in the Freshman's match in just over 60 minutes. He only received 57 balls, and from 32 of them he made his score. Need we add that he gained his colours, and ultimately became the captain of Cambridge University, and eventually of Gloucestershire? It must not be forgotten he has proved himself one of the best all-round cricketers of his generation by his performances in 1897 and 1898. In the former year in first-class cricket he made well over 1,000 runs and took 100 wickets, while last season he registered 2,210 runs and again secured over 100 wickets. He made his first century for Cambridge University against the Philadelphians in 1897, and since that date has 15 times reached three figures. Moreover, he has displayed an uncommon partiality for Yorkshire bowling at a time when the attack of the Northerners has been uncommonly good. Thus in the Diamond Jubilee year at Harrogate he smashed all records by making 101 against Yorkshire in 40 minutes. Again in 1899, for Cambridge University, at Fenners he carried out his bat for 171 against the Tykes, and on that occasion he was in less than two hours and 27 minutes found the boundary. Even though he gave a high chance at point when 24 and another catch in the deep field, his was a marvellous display. But last year at Bradford he exceeded the century in each innings, against the bowling of Hirst, Rhodes, Haigh, and Co., as he made 104 and 139. True, he had a good share of luck in his first display, but it would be impossible to praise his 139 too highly. His driving was calculated to strike terror into the fieldmen, and seven times he hit Rhodes out of the Park Avenue enclosure. In June last year, Jessop scored 179 out of 257 in one hour and three-quarters at Brighton against Sussex without making the slightest mistake until he was well over 100. This extraordinary display consisted of 32 fours and only 29 singles. Twice this season has Mr. Jessop proved himself to be as great a hitter as ever. Playing for the M.C.C. against Leicestershire at Lords, he scored 169 in one hour and three-quarters. He reached the 100 in an hour, as well he might, considering that he punished a fast bowler like Woodcock for 27 in two overs. He hit a ball out of Lord's ground into St. John's Wood Road, the leather alighting on a passing cart. In the second innings, Mr. Charles de Trafford actually placed seven men in the long field, but still Jessop made eight boundary hits and contributed 49 in 36 minutes. Only last Saturday for Gloucestershire against Middlesex this extraordinary cricketer made 124 out of 146 in seventy-five minutes, 68 of his runs being fours. He is the kind of man to lead a forlorn hope, and his daring is so boundless

that one never can tell what he may do. He will step out to a fast bowler just as he would to a slow trundler, and one is bound to agree with Dr. Grace that no one has ever treated Tom Richardson with such contempt. His batting overthrows his bowling, but at cover point he has scarce a superior. It would be no difficult matter to write a small book about what Jessop has already accomplished, and if he goes to Australia at any time, he is sure to draw crowds of spectators. This young gentleman is on the Stock Exchange, but during the summer he is more concerned with the rise and fall of wickets than the rise and fall of shares. He affects journalism, and has written some entertaining articles on various aspects of the game.

A WONDERFUL JUMPER.

Ireland in the land of jumpers, both for horses and men. No one will be surprised if Erin's Isle furnished the champion long jumper at the British championships at Huddersfield on the first Saturday in July. The recent form of P. O'Connor, of Waterford, has been astonishing, for at the Irish Championships meeting he covered no less than 24ft. 9in., a distance, which, if accepted, establishes a world's record. But eight years ago we all regarded C. B. Fry's 23ft. 6in. as a marvellous performance. These figures stood until M. M. Rosengrave surpassed them by one inch at Sydney, N.S.W., on October 5th, 1896. Then arose an international struggle for the record, as at the same time we had such extraordinary jumpers as W. J. M. Newburn, the 6ft. 6in. Irishman; Alvin C. Kraenzlein, the shaggy-haired Pennsylvanian University student; and Myer Prinstein, of Syracuse University. There was a triangular duel between these three, and some of Newburn's jumps being rejected, Britain lost the record, which was 24ft. 3in. All the same, Newburn was a wonderful jumper, and the first time he ever appeared at Stamford Bridge just at practice he compassed 23 feet in his ordinary clothes. It was said that Prinstein jumped 24ft. 7in. on April 28, 1890, but whether the American Amateur Athletic Union ever passed that jump as fully authenticated I am not aware. Certainly they did accept the 24ft. 4in. of Kraenzlein, made at the American Inter-Collegiate meeting, on May 27, 1899. All the same these figures have been put in the shade by O'Connor, who, as I have said, is now credited with 24ft. 9in. A most curious thing to my mind was that all these great jumpers except Newburn were entered for the English championship in London last July. Prinstein was on the ground, but did not compete. O'Connor was one of the competitors, but either lost heart or lost form, for he could do no better than 22ft. 4in. This was a most disappointing display, especially as Kraenzlein won with 22ft. 10in., whereas O'Connor a month previously had taken the Irish championship with 23ft. 6in. O'Connor is a man of greyhound build standing 6ft. 2in., and weighing 11st. 4lbs. He belongs to County Wicklow, and is just as much a fine all-round athlete as Kraenzlein. A match between the pair would be very interesting.

FOOTBALL FINANCE.

At this season of the year few matters of fact connected with sport are more interesting than the balance-sheets of the famous Association football clubs. Almost within a day the statements of Tottenham Hotspur and Sheffield United, the winners and runners-up of the English Cup, have been issued. The gate receipts of Tottenham Hotspur were £8,400, and of Sheffield United £8,677. 2s. 4d. For winning the Cup the 'Spurs received a present of £2,450 from the Football Association, while Sheffield United were entitled to £2,500. It is very interesting to compare the payments to players of the two teams. Tottenham in salaries and bonuses paid the Cup winners £4,561, while Sheffield United expended £4,574 in the same

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked A, nearest Hongkong B, midway between Hongkong and Kowloon C, and those vessels berthed at the Kowloon Wharf D, together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	GLENESE	Brit. str.	h. 10.	J. Rafferty	McGregor Bros. & Gow	Today.
LONDON & ANTWERP	PROMETHEUS	Brit. str.	h. 10.	E. R. Dowell, R.N.R.	BUTTERFIELD & SWIRE	On 13th inst.
LONDON & ANTWERP	SUNDA	Brit. str.	h. 10.	E. R. Dowell, R.N.R.	P. & O. S. N. Co.	On 20th inst. at Noon.
LONDON & ANTWERP	ALCIBIOS	Brit. str.	h. 10.	E. R. Dowell, R.N.R.	BUTTERFIELD & SWIRE	On 20th inst.
LONDON & ANTWERP	DEUCALION	Brit. str.	h. 10.	E. R. Dowell, R.N.R.	BUTTERFIELD & SWIRE	On 20th inst.
LONDON & ANTWERP	PELEUS	Brit. str.	h. 10.	E. R. Dowell, R.N.R.	BUTTERFIELD & SWIRE	On 20th inst.
LONDON & ANTWERP	STENTOR	Brit. str.	h. 10.	E. R. Dowell, R.N.R.	BUTTERFIELD & SWIRE	On 20th inst.
LONDON & ANTWERP	CLAUDUS	Brit. str.	h. 10.	E. R. Dowell, R.N.R.	BUTTERFIELD & SWIRE	On 20th inst.
LONDON & ANTWERP	PATROCLOS	Brit. str.	h. 10.	E. R. Dowell, R.N.R.	BUTTERFIELD & SWIRE	On 20th inst.
LONDON & ANTWERP	KLAUSCHOU	Brit. str.	h. 10.	E. R. Dowell, R.N.R.	BUTTERFIELD & SWIRE	On 20th inst.
LONDON & ANTWERP	WAKAMA MARU	Jap. str.	h. 10.	E. R. Dowell, R.N.R.	BUTTERFIELD & SWIRE	On 20th inst.
LONDON & ANTWERP	JAVA	Jap. str.	h. 10.	E. R. Dowell, R.N.R.	BUTTERFIELD & SWIRE	On 20th inst.
LONDON & ANTWERP	SALAZAR	Port. str.	h. 10.	E. R. Dowell, R.N.R.	BUTTERFIELD & SWIRE	On 20th inst.
LONDON & ANTWERP	SAMBIA	Port. str.	h. 10.	E. R. Dowell, R.N.R.	BUTTERFIELD & SWIRE	On 20th inst.
LONDON & ANTWERP	WUEZBURG	Port. str.	h. 10.	E. R. Dowell, R.N.R.	BUTTERFIELD & SWIRE	On 20th inst.
LONDON & ANTWERP	ACILIA	Port. str.	h. 10.	E. R. Dowell, R.N.R.	BUTTERFIELD & SWIRE	On 20th inst.
LONDON & ANTWERP	ALEXANDRIA	Port. str.	h. 10.	E. R. Dowell, R.N.R.	BUTTERFIELD & SWIRE	On 20th inst.
LONDON & ANTWERP	SIBIRIA	Port. str.	h. 10.	E. R. Dowell, R.N.R.	BUTTERFIELD & SWIRE	On 20th inst.
LONDON & ANTWERP	ANDALUSIA	Port. str.	h. 10.	E. R. Dowell, R.N.R.	BUTTERFIELD & SWIRE	On 20th inst.
LONDON & ANTWERP	INDIA	Port. str.	h. 10.	E. R. Dowell, R.N.R.	BUTTERFIELD & SWIRE	On 20th inst.
LONDON & ANTWERP	HINDON	Port. str.	h. 10.	E. R. Dowell, R.N.R.	BUTTERFIELD & SWIRE	On 20th inst.
LONDON & ANTWERP	ARABA	Port. str.	h. 10.	E. R. Dowell, R.N.R.	BUTTERFIELD & SWIRE	On 20th inst.
LONDON & ANTWERP	L. SCHEPP	Port. str.	h. 10.	E. R. Dowell, R.N.R.	BUTTERFIELD & SWIRE	On 20th inst.
LONDON & ANTWERP	L. F. CHUPAN	Port. str.	h. 10.	E. R. Dowell, R.N.R.	BUTTERFIELD & SWIRE	On 20th inst.
LONDON & ANTWERP	IZENI MARU	Jap. str.	h. 10.	E. R. Dowell, R.N.R.	BUTTERFIELD & SWIRE	On 20th inst.
LONDON & ANTWERP	KANAGAWA MARU	Jap. str.	h. 10.	E. R. Dowell, R.N.R.	BUTTERFIELD & SWIRE	On 20th inst.
LONDON & ANTWERP	MARIA VALERIE	Port. str.	h. 10.	E. R. Dowell, R.N.R.	BUTTERFIELD & SWIRE	On 20th inst.
LONDON & ANTWERP	TARTAR	Port. str.	h. 10.	E. R. Dowell, R.N.R.	BUTTERFIELD & SWIRE	On 20th inst.
LONDON & ANTWERP	EMPEROR OF JAPAN	Port. str.	h. 10.	E. R. Dowell, R.N.R.	BUTTERFIELD & SWIRE	On 20th inst.
LONDON & ANTWERP	OLYMPIA	Port. str.	h. 10.	E. R. Dowell, R.N.R.	BUTTERFIELD & SWIRE	On 20th inst.
LONDON & ANTWERP	KINSHU MARU	Jap. str.	h. 10.	E. R. Dowell, R.N.R.	BUTTERFIELD & SWIRE	On 20th inst.
LONDON & ANTWERP	KANSAI MARU	Jap. str.	h. 10.	E. R. Dowell, R.N.R.	BUTTERFIELD & SWIRE	On 20th inst.
LONDON & ANTWERP	INDIA MARU	Jap. str.	h. 10.	E. R. Dowell, R.N.R.	BUTTERFIELD & SWIRE	On 20th inst.
LONDON & ANTWERP	HONGKONG MARU	Jap. str.	h. 10.	E. R. Dowell, R.N.R.	BUTTERFIELD & SWIRE	On 20th inst.
LONDON & ANTWERP	CITY OF PEKING	Port. str.	h. 10.	E. R. Dowell, R.N.R.	BUTTERFIELD & SWIRE	On 20th inst.
LONDON & ANTWERP	TAIWAN	Port. str.	h. 10.	E. R. Dowell, R.N.R.	BUTTERFIELD & SWIRE	On 20th inst.
LONDON & ANTWERP	AUSTRALIAN	Port. str.	h. 10.	E. R. Dowell, R.N.R.	BUTTERFIELD & SWIRE	On 20th inst.
LONDON & ANTWERP	YAWATA MARU	Jap. str.	h. 10.	E. R. Dowell, R.N.R.	BUTTERFIELD & SWIRE	On 20th inst.
LONDON & ANTWERP	BINGO MARU	Jap. str.	h. 10.	E. R. Dowell, R.N.R.	BUTTERFIELD & SWIRE	On 20th inst.
LONDON & ANTWERP	TAMBA MARU	Jap. str.	h. 10.	E. R. Dowell, R.N.R.	BUTTERFIELD & SWIRE	On 20th inst.
LONDON & ANTWERP	KANAGAWA MARU	Jap. str.	h. 10.	E. R. Dowell, R.N.R.	BUTTERFIELD & SWIRE	On 20th inst.
LONDON & ANTWERP	HONGKONG MARU	Jap. str.	h. 10.	E. R. Dowell, R.N.R.	BUTTERFIELD & SWIRE	On 20th inst.
LONDON & ANTWERP	BANCA	Port. str.	h. 10.	E. R. Dowell, R.N.R.	BUTTERFIELD & SWIRE	On 20th inst.
LONDON & ANTWERP	COLOMBIA	Port. str.	h. 10.	E. R. Dowell, R.N.R.	BUTTERFIELD & SWIRE	On 20th inst.
LONDON & ANTWERP	LYEON	Port. str.	h. 10.	E. R. Dowell, R.N.R.	BUTTERFIELD & SWIRE	On 20th inst.
LONDON & ANTWERP	QUART	Port. str.	h. 10.	E. R. Dowell, R.N.R.	BUTTERFIELD & SWIRE	On 20th inst.
LONDON & ANTWERP	MAIDRU MARU	Jap. str.	h. 10.	E. R. Dowell, R.N.R.	BUTTERFIELD & SWIRE	On 20th inst.
LONDON & ANTWERP	ANPUSU MARU	Jap. str.	h. 10.	E. R. Dowell, R.N.R.	BUTTERFIELD & SWIRE	On 20th inst.
LONDON & ANTWERP	DAIJI MARU	Jap. str.	h. 10.	E. R. Dowell, R.N.R.	BUTTERFIELD & SWIRE	On 20th inst.
LONDON & ANTWERP	THALES	Port. str.	h. 10.	E. R. Dowell, R.N.R.	BUTTERFIELD & SWIRE	On 20th inst.
LONDON & ANTWERP	HAIJUN	Port. str.	h. 10.	E. R. Dowell, R.N.R.	BUTTERFIELD & SWIRE	On 20th inst.
LONDON & ANTWERP	LOONGSANG	Port. str.	h. 10.	E. R. Dowell, R.N.R.	BUTTERFIELD & SWIRE	On 20th inst.
LONDON & ANTWERP	DIAMANT	Port. str.	h. 10.	E. R. Dowell, R.N.R.	BUTTERFIELD & SWIRE	On 20th inst.
LONDON & ANTWERP	KANAGAWA MARU	Jap. str.	h. 10.	E. R. Dowell, R.N.R.	BUTTERFIELD & SWIRE	On 20th inst.
LONDON & ANTWERP	BIRAGO	Port. str.	h. 10.	E. R. Dowell, R.N.R.	BUTTERFIELD & SWIRE	On 20th inst.
LONDON & ANTWERP	C. FERD. LAEIS	Port. str.	h. 10.	E. R. Dowell, R.N.R.	BUTTERFIELD & SWIRE	On 20th inst.
LONDON & ANTWERP	SUISANI	Port. str.	h. 10.	E. R. Dowell, R.N.R.	BUTTERFIELD & SWIRE	On 20th inst.

SHIPPING.

ARRIVALS.
July 9, KLAUSCHOU, German str., 6,720, P. Lunschloss, Yokohama and Shanghai 6th July, Mail and General.—McKENZIE & Co.
July 10, PUTALA, British str., 1,229, R. Phillips, Taku 4th July.
July 10, TAIWAN, British str., 1,109, H. Har- der, Moji 5th July. General.—BUTTER- FIELD & SWIRE.
July 10, AMARA, British str., 1,566, C. J. Matlock, Bangkok 3rd July, Rice.—JARDINE, MATHESON & CO.
July 10, HAINUN, British steamer, 636, W. J. Davis, Tamsui 6th July, Amoy and Swatow 8th, General.—DOUGLAS LARPAK & CO.
July 10, PATROCLOS, British str., 3,517, E. G. Dickson, Singapore 5th July, General.—BUTTERFIELD & SWIRE.
July 10, WAKAMA MARU, Japanese str., 3,881, J. B. Macmillan, Moji 6th July, General.—NIPPON YUSEN KAISHA.
July 10, APENRADE, German str., 611, Loron- ze, Haiphong 7th July and Hoihow 8th, General.—JENSEN & CO.
July 10, GLENFALLOCH, British str., 1,434, Bainbridge, Straits 4th July, General.—CHINESE.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
10th July.
Wooing, British str., for Ningpo.
Hue, French str., for Kwong-chow-wan.
Kyo Maru, Japanese str., for Naka (Japan).
Hanoi, French str., for Haiphong.
Decima, German str., for Saigon.
Quaria, German str., for Chinkiang.
Kashing, British str., for Manila.
K'angke, British str., for Canton.

DEPARTURES.

9th July.
HAILAN, French str., for Pakhoi.
10th July.
KASHING, British str., for Manila.
KWEITANG, British str., for Tientsin.
GLINGLYE, British transport, for Taku.
LALPOORA, British transport, for Calcutta.
KWANGLER, British str., for Canton.
STUTTGART, German str., for Shanghai.
KORICHAU, German str., for Swatow.

VESSELS IN DOCK.

9th July.
ABREDEEN DOCKS.
Kowloon Dock—Union, Ica, Toka, Nao- shan, Sunghang, Hollerbrook.
Central Dock—Colonies, Menden.

SHIPPING REPORTS.

The German steamer KLAUSCHOU, from Yoko- hama and Shanghai 6th July, had good weather and light winds.
The British steamer Patroclos, from Singa- pore 5th July, had dull, overcast weather with showery, variable light, moderate S. to W. wind and smooth sea.
The British steamer Taiwan, from Moji 5th July, had fresh S.W. wind and moderate sea with heavy rain to Chaspe Island; thence to port fine weather.
The British steamer Hainun, from Tamsui 6th July, Amoy 8th and Swatow 9th, had moder- ate S.W. wind and sea and fine weather to Amoy. From Amoy to Swatow had calm and smooth sea and fine weather. From Swatow to port light variable wind, smooth sea and fine weather. Vessels in Amoy—One Japanese steamer, str. Zangkor, Neuchang, Wenchow, Hong See and Dingt Maru. In Swatow—Strs Wicang, Fookang, Hoihow, Pakshan, Keng- ping and Seckuen.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:
L. SCHEPP, American ship, C. S. Kendall—Carlowitz & Co.
MANUEL MAGUENO, Amer. ship, Nichols—Standard Oil Co.
SAINT IRENE, British str., Clements—Order.
SEA WITCH, American ship, Howes—Master.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship

"THALES".
Captain Robson, will be despatched for the above ports TO-DAY, the 11th inst., at Noon.
For Freight or Passage, apply to
DOUGLAS LARPAK & CO.,
General Managers.
Hongkong, 10th July, 1901. [174]

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship

"HAINUN".
Captain Davis, will be despatched for the above ports TO-MORROW, the 12th inst., at 10 a.m.
For Freight or Passage, apply to
DOUGLAS LARPAK & CO.,
General Managers.
Hongkong, 10th July, 1901. [174]

GLEN LINE OF STEAMERS.
FOR LONDON AND ANTWERP.
THE Company's Steamship

"GLENESE".
Captain J. Rafferty, will be despatched for the above ports TO-DAY, the 11th July.
For Freight or Passage, apply to
McGREGOR BROS. & GOW,
Agents.
Hongkong, 10th June, 1901. [152]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR MANILA.

"LOONGSANG".
Captain G. S. Weigall, will be despatched as above TO-MORROW, the 12th inst., at 4 p.m.
This steamer has superior accommodation for First Class Passengers, and is fitted throughout with Electric Light.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 8th July, 1901. [1716]

PORTLAND AND ASIATIC STEAMSHIP COMPANY.
Agents for and in connection with
THE OREGON RAILROAD AND NAVI- GATION COMPANY.

Operating the New First Class steamships
"INDIAVELL", "INDRAPURA",
"KNIGHT COMPANION",
between HONGKONG and PORTLAND (OR.), calling at SHANGHAI, NAGASAKI, MOJI, KOBE and YOKOHAMA.

"INDRAPURA".
will be despatched for Portland (Or.) on or about the 12th July.
Through Bills of Lading issued to Pacific Coast Ports and all East-ern, Canadian and United States Ports.
For through rates of Freight and further information, communicate with or apply to
ALLAN CAMERON,
General Agent,
or to
SHEWAN, TOMES & CO.,
Hongkong, 22nd June, 1901. [1562]

FOR NEW YORK.
THE 3/4 A. 11 American ship
"L. SCHEPP"
will load for the above port, and will have quick despatch.
For Freight, apply to
CARLOWITZ & CO.,
Hongkong, 3rd June, 1901. [1414]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).
"EMPEROR OF JAPAN". Comdr. H. Pybus, R.N.R. WEDNESDAY, 17th July, 1901.
"EMPEROR OF CHINA". Comdr. H. Pybus, R.N.R. WEDNESDAY, 7th Aug. 1901.
"EMPEROR OF INDIA". Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 28th Aug. 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS.

FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Re- tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for service at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAINHOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

SPECIAL EXTRA SERVICE.

The Company's Steamers "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings.
"TARTAR". 4,425 Tons. Comdr. G. D. Bowles, R.N.R. WEDNESDAY, 14th Aug. at Noon.
"ATHENIAN". 3,882 Tons. Comdr. H. Mowatt.
Taking Cargo and Passengers for all points in CANADA and UNITED STATES.

In addition to their excellent Saloon Passenger accommodation, these steamers are especially adapted for 3rd CLASS EUROPEAN PASSENGERS, and usually make the run between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
D. E. BROWNE, General Agent,
Pettler's Street.
Hongkong, 9th July, 1901. [10]

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TEIESTE, GENOA, Ports in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.
SAMBIA. HAYRE, BREMEN & HAMBURG. On 18th July. Freight.
WUEZBURG. HAYRE & HAMBURG. (Calling at Singapore and Colombo) On 23rd July. Freight.
ACILIA. HAYRE & HAMBURG. (Calling at Singapore and Penang) On 9th Aug. Freight.
ALEXANDRIA. HAYRE & HAMBURG. (Calling at Singapore and Penang) On 2nd Sept. Freight.
SIBIRIA. HAYRE & HAMBURG. (Calling at Singapore and Colombo) On 10th Sept. Freight and Passage.
ANDALUSIA. HAYRE & HAMBURG. (Calling at Singapore and Penang) On 21st Sept. Freight.

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1. [1051]

Hongkong, 6th July, 1901.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
OLYMPIA	2,837	J. Truebridge	July 16th
GLENOCLE	3,750	W. Frakes	July 26th
TACOMA	2,811	J. Alton	August 6th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 452.

Excellent accommodation. First-class Table, DOCTOR and STEWARDNESS carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 245.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night. TACOMA to NEW YORK in 4 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, 255.

The best route to the KODAK Gold Fields. Frequent sailings from VICTORIA and TACOMA to DYER and ST. MICHAEL.

Rates of Passage to other Ports on application.
A Special rate allowed to members of Government Service.
For further information as to Passage or Freight, apply to
DUNWELL & CO., LIMITED,
General Agents.
Hongkong, 5th July, 1901.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
MARSEILLES AND LONDON	JAVA. G. W. Gordon, R.N.R.	About 12th July	Freight or Passage.
SHANGHAI	COROMANDEL. F. W. Vibert, R.N.R.	About 15th July	Freight or Passage.
SHANGHAI AND JAPAN	BANCA. E. P. Martin, R.N.R.	About 10th July	Freight.
LONDON, &c.	SUNDA. E. R. Dowell, R.N.R.	Noon, 20th July	See Special Advertisement.

For Further Particulars, apply to
H. A. HITCHIE,
Superintendent.
Hongkong, 5th July, 1901. [1]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.

ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.
KLAUSCHOU (Hamburg-Amerika Linie) THURSDAY 11th July.
BAYERN THURSDAY 25th July.
STUTTGART THURSDAY 8th August.
KONIG ALBERT THURSDAY 22nd August.
PRINZESS IRENE THURSDAY 5th September.
PRINZ HEINRICH THURSDAY 19th September.
PREUSSEN WEDNESDAY 2nd October.
HAMBURG (Hamburg-Amerika Linie) WEDNESDAY 16th October.
SACHSEN WEDNESDAY 30th October.
KLAUSCHOU (Hamburg-Amerika Linie) WEDNESDAY 13th November.
BAYERN WEDNESDAY 27th November.
STUTTGART WEDNESDAY 11th December.
KONIG ALBERT WEDNESDAY 25th December.
PRINZESS IRENE WEDNESDAY 8th Jan. 1902.
PRINZ HEINRICH WEDNESDAY 22nd Jan. 1902.
PREUSSEN WEDNESDAY 5th Feb. 1902.
HAMBURG (Hamburg-Amerika Linie) WEDNESDAY 19th Feb. 1902.
SACHSEN WEDNESDAY 5th Mar. 1902.

On THURSDAY, the 11th day of July, 1901, at Noon, the Steamship "KLAUSCHOU,"

VESSELS ON THE BERTH
OCEAN STEAMSHIP COMPANY.

OUTWARDS.		Due
FROM	STEAMERS	
GLASGOW and LIVERPOOL	"STENTOR"	On 23rd July.
GLASGOW and LIVERPOOL	"IDOMENEUS"	On 7th August.

HOMEWARDS.		TO SAIL
FOR	STEAMERS	
LONDON	"PROMETHEUS"	On 13th July.
LONDON	"ALCIBIOUS"	On 23rd July.
LONDON	"DEUCALION"	On 6th Aug.
LONDON	"PRELUIS"	On 20th August.
LIVERPOOL DIRECT	"STENTOR"	On 3rd September.
LIVERPOOL DIRECT	"GLAUCUS"	On 15th July.
LIVERPOOL DIRECT	"PATROCLUS"	On 15th August.

(Taking Cargo at London Rates)
S.S. "PATROCLUS" from LIVERPOOL and SWANSEA, has arrived, and will leave for SHANGHAI and JAPAN TO-DAY, the 11th inst., p.m.
For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.
Hongkong, 11th July, 1901. [15]

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"TAIWAN"	On or about 14th July.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWN SVILLE, BRISBANE, SYDNEY and MELBOURNE.	"TAIWAN"	On or about 14th July.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 5th July, 1901.

THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE

TO
VICTORIA (B.C.) AND SEATTLE
Calling also at Tacoma and carrying Cargo
on through Bills of Lading to New York
and other points of the United States
in conjunction with the
GREAT NORTHERN RAILWAY CO.'S
LINE.

THE Steamship

"KAISOW"
3,922 Tons, Commander G. A. Rodway, is due
here on 6th July, and will have quick despatch.
Consular Invoices must accompany all over-
land shipments.
For Rates of Freight and further Particu-
lars, apply to
JARDINE, MATHESON & CO.,
Agents.
Hongkong, 27th June, 1901. [1609]

TO IMPORTERS FROM THE UNITED
STATES.

THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED,
having established a REGULAR SERVICE
OF STEAMERS FROM SEATTLE (Puget
Sound) to JAPAN, CHINA and the
PHILIPPINES, in conjunction
with the
GREAT NORTHERN RAILWAY LINES
of the United States, are prepared to con-
tract for the conveyance of Goods from the
Pacific Coast and interior
points of U.S.A. to the Orient.

THE Steamship

"KINTUCK"
Sails from Seattle about the 10th of July;
"CHINGWOW"
Sails from Seattle about the 24th of July;
"HYSON"
Sails from Seattle about the 10th of August;
"KAISOW"
Sails from Seattle about the 24th of August;
and will be followed by the Company's regular
sailings.

For further particulars, apply at
THE CHINA MUTUAL STEAM NAVI-
GATION CO.'S OFFICES, New York;
To the Agents of the Company at Japan,
China, Hongkong, Philippines and Straits;
FRANK WATERHOUSE & CO., General
Western Agents, SEATTLE; or to
GEO. SUTHERLAND, General Agent for
the East, SHANGHAI.

JARDINE, MATHESON & CO.,
Agents.
Hongkong, 28th June, 1901. [1624]

THE OSAKA SHOEN KAISHA,
LIMITED.FOR FOCHOW VIA SWATOW AND
AMOI.

THE Company's Steamship

"ANPING MARU."

Captain S. Atsuta, will be despatched for the
above ports on WEDNESDAY, the 17th July,
at DAYLIGHT.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 3rd July, 1901. [19]

FOR CALCUTTA DIRECT VIA
SINGAPORE.

THE H. A. L. Steamship

"C. FERD. LAEISZ."

Captain Fuchs, will be despatched for the above
ports on FRIDAY, the 19th inst., at Noon.
For Freight and further Particulars apply to
HAMBURG-AMERIKA LINE,
Hongkong Office,
Queen's Buildings, No. 1.
Hongkong, 8th July, 1901. [1722]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with Trans-
China Steam Navigation Co.'s fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for Cape Ports every fortnight.
For Freight and further particulars,
apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

REGULAR STEAMSHIP SERVICE TO
NEW YORK

VIA PORT AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"HUDSON" About 1st Aug.
"HEATHBURN" About 15th Aug.
"JUPITER"
"SATSUMA"
"RICHMOND CASTLE"

For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.
Hongkong, 6th July, 1901. [878-1194-888]

VESSELS ON THE BERTH.

U. S. MAIL LINES.

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPETHE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"GABLIC"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 6th Aug., at Noon.
"DORIC"	THURSDAY, 15th Aug., at Noon.
"PERU"	SATURDAY, 31st Aug., at Noon.
"COPTIC"	TUESDAY, 10th Sept., at Noon.

THE P. M. S. S. Co.'s Steamship "CITY OF PEKING" will be despatched for SAN
FRANCISCO via AMOI, SHANGHAI, NAGASAKI, KOBE, INLAND SEA,
YOKOHAMA and HONOLULU on SATURDAY, the 13th July, at Noon, taking Freight for
Japan, the United States and Europe.
Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONO-
LULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic
lines of Steamers; and to the principal cities of the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland
Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN
PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of
\$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between
San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.
Special Rates (first class only) to European Ports, are granted to Missionaries, members of
the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials
located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only)
are granted and will apply only to Missionaries, members of the Naval and Military
Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid
full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and
re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months,
will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original
port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the
United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port
of call for return voyage at any time within twelve months, will be allowed a reduction of ten per
cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to
San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the
Companies' and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages
will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to
address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold
or over) destined to points beyond San Francisco in the United States, should be sent to the
Companies' Office, addressed to the Collector of Customs, San Francisco.
Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is
less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies,
Queen's Building.

Hongkong, 3rd June, 1901.

THE OSAKA SHOEN KAISHA,
LIMITED.FOR TAMSUI VIA SWATOW AND
AMOI.

THE Company's Steamship

"DAIGI MARU."

Captain K. Sojima, will be despatched for the
above ports on SUNDAY, the 13th inst.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 8th July, 1901. [17]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship

"SUISANG."

Captain E. J. Tull, will be despatched for
above on TUESDAY, the 16th July, at 3 p.m.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 8th July, 1901. [1743]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, CONTINENTAL AND AMERICAN
PORTS.

THE Steamship

"SUNDA."

Captain E. R. Dowell, p.m., carrying His
Majesty's Mails, will be despatched from this
for Bombay, on SATURDAY, the 20th July,
at Noon, taking passengers and cargo for the
above ports.

Silk and Valuables, all cargo for France, and
Tea for London (under arrangement) will be
transhipped at Colombo into a steamer proceed-
ing direct to Marseilles and London; other
cargo for London, &c., will be conveyed via
Bombay with transshipment.

Parcels will be received at this Office until 4
p.m. the day before sailing. The contents and
value of all packages are required.
Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

For further particulars, apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 8th July, 1901. [1]

FOR NEW YORK.

THE ALL-AMERICAN ship

"I. F. CHAPMAN."

shortly expected here from KOBE, will load
for the above port, and will have quick despatch.
For Freight, apply to
ARNOLD, KARBURG & CO.,
Hongkong, 2nd July, 1901. [1667]

GEO. ECKLEY,
ACTING AGENT.

[3-4]

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,
COLOMBO, BOMBAY, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS.LONDON, HAVRE, BORDEAUX,
ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 15th July, 1901, at
3 p.m., the Company's Steamship
"SALAZAR," Captain Girard, with Mails,
Passengers, Specie and Cargo, will leave this
port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with
the s.s. *Australien*, which vessel takes on her
Passengers and Mails, leaving that port on the
27th instant direct to Suez, Port Said and
Marseilles.

Cargo and Specie will be registered for Lon-
don as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.

Shipping Orders will be granted till Noon.
Cargo will be received on board until 4 p.m.,
Specie and Parcels until 3 p.m. on the 14th
inst. (Parcels are not to be sent on board;
they must be left at the Agency's Office.) Con-
tents and Value of Packages are required.

For further particulars, apply at the Com-
pany's Office.
P. DE CHAMPMORIN,
Acting Agent.
Hongkong, 4th July, 1901. [2]

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and
QUEENSLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship

"AUSTRALIAN."

Captain Helms, will be despatched for the above
ports on WEDNESDAY, the 24th July,
at 4 p.m.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with
the Electric Light.

A Stewardess and a duly qualified Surgeon
are carried.
N.B.—Return Tickets issued by this Com-
pany to and from Australia are available for
return by the steamers of the China Navigation
Company and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 1st July, 1901. [1638]

VESSELS ON THE BERTH

THE UNITED STATES AND CHINA
JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRANI"

Captain Hill, due on 11th instant, will be
despatched as above on SATURDAY, the
13th instant, at Noon.
For Freight, apply to
JARDINE, MATHESON & CO.,
Agents.
Hongkong, 9th July, 1901. [1727]

NAVIGAZIONE GENERALE ITALIANA
(FLORIO and RUBATTINO UNITED
COMPANIES).STEAM FOR BOMBAY VIA SINGAPORE
AND PENANG.

Having connection with Company's Mail Stea-
mers to ADEN, SUEZ, PORT SAID, MESSINA,
NAPLES, LONDON and GENOA, also VENICE
and TRIESTE, all MEDITERRANEAN, ADRIA-
TIC, LEVANTINE and SOUTH AMERICAN
PORTS up to CALAO.

Taking Cargo at through rates to PERSIAN
GULF and BAGDAD, also BARCELONA,
VALENZA, ALICANTE, ALMERIA and
MALAGA.

THE Steamship

"BISAGNO."

Captain P. Brisaca, will be despatched as
above on SATURDAY, the 13th inst., at
Noon.

At Bombay the steamer is discharging in
Victoria Dock.
For further particulars regarding Freight
and Passage, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 9th July, 1901. [17]

THE OSAKA SHOEN KAISHA,
LIMITED.FOR ANPING (VIA SWATOW AND
AMOI).

THE Company's Steamship

"MAIDZURU MARU."

Captain K. Suzuki, will be despatched for
the above ports on SATURDAY, the 13th
July, at Noon.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 9th July, 1901. [18]

THE CHINA & MANILA STEAMSHIP
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"DIAMANTE."

Captain J. Battenbury, will be despatched as
above on SATURDAY, the 13th inst., at
Noon.

The attention of Passengers is directed to
the excellent accommodation provided by this
steamer. She is fitted throughout with
Electric Light.
A Doctor is carried.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 9th July, 1901. [1762]

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

STEAM FOR

SINGAPORE, PENANG, COLOMBO,
KARACHI, ADEN, SUEZ, PORT
SAID, FLORENCE AND TRIESTE.

(Taking Cargo at through rates to the BRAZIL,
to SOUTH AMERICA, PERSIAN GULF, RED
SEA, BLACK SEA, LEVANT, VENICE
ADRIATIC PORTS)

THE Company's Steamship

"MARIA VALERIE."

Captain Berberovich, will be despatched as
above on WEDNESDAY, the 17th inst., p.m.
Silk and Valuables are transhipped on
arrival at Bombay into an accelerated liner.
For information as to Freight, apply to
SANDEL, WIELER & CO.,
Agents.
Hongkong, 1st July, 1901. [8]

SHEWAN TOMES & CO.'S NEW YORK
LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARARA."

Captain Williamson, will be despatched for the
above port on or about 15th August and will
be followed by the Steamship
"ATAKA"

on or about 15th September.
For Freight, apply to
SHEWAN TOMES & CO.,
Agents.
Hongkong, 8th July, 1901. [1263]

HONGKONG.
STEAMERS.

Amara, British str., 1,556, Matlock, July 10.

Jardine, Matheson & Co.

Apenarte, German str., 611, Lorenzen, July 10.

Johsen & Co.

Benloch, British str., 1,187, Clarke, July 8.

Hughes & Hourly

Bernasid, Italian str., 1,500, Bissau, July 5.

Carlovitz & Co.

Barnasid, Amr. str., 1,490, Lefflin, April 14.

U.S. Government

Chwahnau, British str., 1,200, Jenkins, July 9.

Bradley & Co.

Decima, German str., 794, Schalkier, July 5.

Chinese

Devonport, British str., 2,364, Coull, June 17.

Standard Oil Co.

Diamanta, Brit. str., 1,225, Rattenbury, July 8.

Shewan, Tomes & Co.

Dr. Hans Jorg Kiser, Norw. str., 691, Larsen, July 9.

E. A. Trading Co., Limited

Empress of Japan, British str., 3,003, July 9.

C. P. R. Co.

Emma Layken, Ger. str., 1,776, Schall, July 8.

East Asiatic Trading Co., Limited

Hsieh Ho, British str., 1,082, Crawford, June 30.

Siemens & Co.

Hue, French steamer, 704, Gollman, July 9.

A. R. Marty

Idzumi Maru, Jap. str., 2,301, Carnow, July 7.

Nippon Yusen Kaisha

Indrapura, British str., 3,151, Hollingsworth, July 6.

Shewan, Tomes & Co.

Kaisow, British str., 2,529, Rodway, July 5.

Jardine, Matheson & Co.

Kansu, British steamer, 1,249, Arnold, June 25.

Butterfield & Swire

Kiautschou, German str., 6,721, Lunasenclos, July 9.

Molchers & Co.

Kwongsang, British str., 989, Arthur, July 9.

Jardine, Matheson & Co.

Kyoto Maru, Jap. str., 1,639, Sakurai, July 8.

M. B. Kaisha

Lombard, British str., 1,658, Raiser, July 8.

JOINT STOCK SHARES.

JOINT STOCK SHARES.

STOCKS.	No. of SHARES.	Issue VALUE.	Paid UP.	LAST DIVIDEND	CLOSING QUOTATIONS
BANKS.					
Hongkong and Shanghai Banking Corporation ...	80,000	\$125	\$125	40 = div. 10 = bonus = \$19.50 for half year ended 31/12/90	190 p. c. pr. = 382. London 462.
Bank of China & Japan, Ltd.	19,875	25	25	None	45.5a
Do. Deferred	1,350	41	41	None	45.5a
National Bank of China, Ltd.	19,970 A	210	25	3 1/2 for 1890.	\$27, buyers
Do. Preferred Shares	20,955 B	210	25	3 1/4 at 2 1/2 = \$1.50 for 1890	\$27, buyers
Do. Ordinary Shares	750 ides.	210	25	3 per cent. for 1895	\$25, sellers
MARINE INSURANCES.					
Union Ins. Society, Ltd.	10,000	\$250	\$50	10 p. ct. = \$25 for 1890	\$83, 3/4
China Traders Ins. Co., Ltd.	25,000	\$83 1/3	\$25	10 p. ct. for year ended 31/12/90	\$83, sellers
North China Ins. Co., Ltd.	5,000	4100	425	p. ct. = 25.5, on acct. of count of 1900	Tls. 180, buyers.
Yantai Ins. Assn., Ltd.	8,000	1100	\$80	\$12 = 25 p. ct. for 1899	\$125, sales
Cant. Ins. Office, Ltd.	10,000	\$250	\$50	\$12 for 1890	\$27, buyers
Straits Insurance Co., Ltd.	30,000	\$100	\$20	5 per cent. for 1895	nominal
FIRE INSURANCES.					
Hongkong Fire Ins. Co., Ltd.	8,000	\$250	\$50	\$24 for 1890	\$250, sellers
China Fire Ins. Co., Ltd.	20,000	\$100	\$20	\$24 for 1899	\$25, buyers
SHIPPING.					
Hongkong, Canton and Indo-China S. S. Co., Ltd.	50,000	412	\$14	\$12.50 for 1890	\$35, sellers
Indo-China S. S. Co., Ltd.	60,000	210	210	\$12.50 for 1890	\$152, sellers
China & Manila S. S. Co., Ltd.	14,000	\$50	\$50	\$5 per ord. share = 30 p. ct. \$12 per ord. share = 30 p. ct.	\$68, sales \$58, buyers
Douglas Steamship Co., Ltd.	20,000	\$50	\$50	12 per cent. for year ending 30/6/98	\$50, sellers
China Mutual S. S. Co., Limited, Preference	30,000	410	410	Final div. on account of 1890	\$12
Do. Ordinary	20,000	410	410	Final div. on account of 1890	\$12
Do. Do.	20,000	410	410	Final div. on account of 1890	\$12
Star Ferry Co., Limited	10,000	\$10	\$10	12 per cent. for year ending 30/6/98	\$27, buyers
Shell Transport & Trading Co., Limited	2,000,000	21	21	Int. dividend 61 per cent. on account of 1901	\$4, buyers \$2.12 1/2, buyers, ex div.
REFINERIES.					
China Sugar Refining Com- pany, Limited	22,000	\$100	\$100	Final of \$9, making in all \$12 per share for 1900	\$145
Luzon Sugar Refining Co., Ltd.	7,000	\$100	\$100	\$3 for 1897	\$26
MINE.					
Panjoon Mining Co., Ltd.	80,000	\$10	\$3	None	\$51
Do. Preference	30,000	\$1	\$1	None	\$1.25
Société Fran. des Char- bonnages du Tonkin	16,000	Fr. 250	Fr. 250	None	\$225
Queens Mines, Limited	400,000	25 cts.	25 cts.	None	4 cents sellers
Jeilong Mining and Ex- ploiting Company, Ltd.	45,000	\$5	\$5	5 p. ct. half year 31/7/94 (coupon B)	\$14, sellers
Road Australian Gold Mining Co., Limited	20,000	21	18 1/2	1 1/2 p. share = 13 cts. 12th div.	\$12, sales
Olivera Freehold Mines, Limited	A 15,000 B 45,000	\$5 \$5	\$5 \$5	None	\$1, sellers \$1, sellers
DOCKS, WHARVES, &c.					
Hongkong and Wharfedale Dock Co., Limited	50,000	\$50	\$50	10 p. c. & 14 p. c. bonus year 31/12/90	\$130, sales
Hongkong and Kowloon Wharf and G. Co., Ltd.	30,000	\$50	\$50	Final of 5 p. cent. on account of 1900	\$102, sales
Wanchai Warehouse and Storage Co., Ltd.	2,000	\$100	\$27 1/2	Int. of \$11 7/8 for 1900 = 22 p. ct. for 1899	nominal
New Amoy Dock Co., Ltd.	5,000	\$60	\$60	35 per cent. for 1890	\$22 1/2, buyers
LANDS, HOMES & BUILDINGS.					
Landlord Land Invest- ment & Agency Co., Ltd.	50,000	\$100	\$100	Final \$6 on account 190	\$201, buyers
Kowloon Land & B. Co.	6,000	\$50	\$50	\$1.30 for 1900	\$30
West Point Building Com- pany, Limited	12,000	\$50	\$50	Final \$1.75 on acct. 1900	\$54, sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	10 p. ct. for half year ended 31/12/90	\$194, buyers
Oriental Hotel, Manu- facturing Co., Ltd.	7,000	\$50	\$50	8 p. c. for year 31/12/90	\$70
Lumpphys Bldg. & Fin. Co.	100,000	\$10	\$10	\$1 per share for 1900	\$13 3/4, sales
COTTON MILLS.					
Ewo Cotton, Spinning and Weaving Co., Ltd.	17,000	Tls100	Tls100	3 1/2 p. ct. for period ending 31/12/90	Tls. 50
Internat. Cotton Mfg. Co., Ltd.	10,000	Tls100	Tls100	3 p. ct. on account 190	Tls. 42.50
Loan Kung-mong Cotton Spinning Co., Ltd.	8,000	Tls100	Tls100	3 p. ct. on account 1900	Tls. 50
Soy Chee Cotton Spinning Company, Ltd.	2,000	Tls500	Tls500	4 p. ct. for period ending 31/12/90	Tls. 37 1/2
Yuhkeong Cotton Spinn. Co., Ltd.	7,000	Tls100	Tls100	None	Tls. 27.50
Lungtung Cotton Spinn. (Weaving & Dyeing Co., Ltd.)	12,000	\$100	\$100	None	\$10, buyers
MISCELLANEOUS.					
Marine Investment Co., Ltd.	2,000	\$50	\$50	None	\$56, sellers
Green Island Cement Co., Ltd.	100,000	\$10	\$10	8 p. c. for 1900	\$191, buyers
China Borneo Co., Ltd.	7,500	\$20	\$15	25 per cent. for 1890	\$38, sellers
A. S. Watson & Co., Ltd.	60,000	\$10	\$10	Final of 70 cents = 12 p. c. for 1900	\$16, sales
Hongkong Electric Co., Ltd.	30,000	\$10	\$10	70 cents per share = 7 1/2 cents per share	{ 412, ex div. { 391, ex div.
Hongkong and China (Gas) Company, Limited	7,000	210	210	9 p. ct. for 1890	\$180, buyers
Hongkong & Swire Mfg. Co., Ltd.	10,000	\$50	\$25	\$25 per cent. 1900	\$175, sellers
Go. Fenwick & Co., Ltd.	6,000	\$25	\$25	\$25 per cent. for 1900	\$35, sellers
Hongkong Ice Co., Ltd.	5,000	\$25	\$25	Int. \$10 p. on acct. 1890	\$180, sales
Hongkong High Level Tramways Co., Ltd.	1,250	\$100	\$100	\$14 for year on acct. 1890	\$251, buyers
Hk Steam Water-boat Co., Ltd.	7,500	410	41	Final year	\$3, buyers
Dairy Farm Co., Ltd.	10,000	71	\$5	14 p. ct. for 1890	\$71, buyers
Hk. & China Battery Co., Ltd.	100	\$30	\$50	15 p. cent. for 1890	\$30
Campbell, Moore & Co., Ltd.	1,200	\$10	\$10	20 per cent. for 1890	\$30, buyers
Bell Asbestos E. Agcy., Ltd.	10,000	41	41	None	\$110
United Asbestos Oriental Agency, Limited	3,000 only	410	84	70c. p. share for year ended 31/3/90	\$114, sellers
Pehon Planting Co., Ltd.	100 fides.	419	\$19	\$20 (ended 31/3/90)	\$20
China Provident Loan & Mortgage Co., Ltd.	20,000	\$5	\$5	None	\$5, sellers
China Provident Loan & Mortgage Co., Ltd.	50,000	\$20	\$10	\$20 per cent. for year ending 31/12/90	\$20.5, buyers
China Light & P. Co., Ltd.	50,000	\$20	\$20	12 per cent. for 1900	\$91, buyers
Robinson Piano Co., Ltd.	5,000	\$20	\$20	Int. div. 30 cts. p. share	\$194, buyers
Philippine Tobacco Trust Co., Ltd.	20,000	\$50	\$50	11 p. cent. for 1900	\$30, nominal
Alhambra, Ltd.	20,000	\$50	\$50	25 p. c. for year ended 31/6/00	\$30, sellers
Alhambra, Ltd.	20,000	\$50	\$50	25 p. c. for year ended 31/6/00	\$1,000, sellers
VERNON & SMYTH, BRACKEN					

THE WEATHER

REGISTER, 8th JULY, A.M.							
STATION.	Hour.	Barometer corrected red. to sea level and 82° Fahr.	Ther- mometer temp- ture.	Humidity.	Wind. Direction. Force.	Wave.	Weather.
V divostock	2 p.	—	—	—	—	—	—
Polya	"	29.82	—	—	NE 3	1	—
Kochi	"	29.83	—	—	—	—	—
Nagasaki	"	29.84	—	—	W 3	10	—
Kagoshima	"	29.00	—	—	NW 8	—	—
Tsukuba	1 p.	29.81	—	—	NW 2	—	—
Tsukuba	"	29.82	—	—	SW 1	—	—
Tsukuba	"	29.83	—	—	SW 1	4	—
Koshu	"	29.88	—	—	SW 2	—	—
Pescadore	"	29.84	—	—	—	—	—
Shanghai	3 p.	29.80	74	81	SE 4	—	—
Shanghai	"	29.70	85	81	ENE 3	—	—
Amy	"	29.76	80	80	SW 2	—	—
Sawato	"	29.70	85	—	—	—	—
Canton	"	29.75	89	81	—	—	—
Longkong	4 p.	29.75	85	78	SW 1	—	—
Victoria Peak	"	—	—	—	—	—	—
Jap. Rock	"	29.75	—	—	SW 3	—	—
Hanabong	"	29.74	81	—	—	—	—
Manila	1 p.	29.80	81	77	W 3	3	—
Manila	4 p.	—	—	—	W 3	—	—
Bacoted	"	—	—	—	W 0	—	—
Hilo	"	29.81	85	—	W 1	—	—
Cebu	"	29.84	84	—	N 2	—	—
C. S. James	"	—	—	—	SW	—	—
8th JULY, A.M.							
V divostock	7 a.	—	—	—	—	—	—
Tokyo	10 a.	—	—	—	—	—	—
Kochi	"	—	—	—	—	—	—
Nagasaki	"	—	—	—	—	—	—
Kagoshima	"	—	—	—	—	—	—
Tsukuba	5 a.	29.80	—	—	—	0	—
Tsukuba	"	29.87	—	—	—	—	—
Tsukuba	"	29.88	—	—	—	2	—
Tsukuba	"	29.92	—	—	—	—	—
Koshu	"	29.92	—	—	—	6	—
Pescadore	"	29.88	—	—	—	—	—
Gatzeia	9 a.	29.78	74	83	ENE 3	—	—
Shanghai	"	29.78	84	83	—	—	—
Amy	"	29.81	82	87	SW 1	—	—
Sawato	"	29.70	83	—	SE 2	—	—
Canton	"	29.81	85	87	—	2	—
Hongkong	10 a.	29.81	85	86	SE 2	—	—
Victoria Peak	"	—	—	—	—	3	—
Jap. Rock	"	29.81	—	—	ENE 3	—	—
Manila	"	29.79	88	—	—	1	—
Hanabong	"	—	—	—	—	—	—
Manila	10 a.	29.83	—	85	71	SW 1	—
Manila	"	—	—	—	—	—	—
Bacoted	"	—	—	—	—	0	—
Hilo	"	29.82	82	—	—	0	—
Cebu	"	29.85	79	—	—	0	—
C. S. James	7 a.	—	—	—	—	—	—

VISITORS AT HOTELS

Mrs. Angus
 Mr. H. Arnold
 Mr. J. D. Auld
 Mr. W. S. Bailly
 Mr. & Mrs. O. M. D. Bell
 Mr. David Benjamin
 Mr. F. H. Beringer
 Mr. J. Bhok
 Dr. F. H. Bowers
 Mr. J. Brown
 Major W. D. Browne,
 R.E.
 Mr. & Mrs. Bruce
 Mr. B. Bruce
 Mr. D. H. Cameron
 Mr. I. Carters
 Dr. F. Clarke
 Mr. W. G. Clarke
 Mr. G. E. Cole
 Mr. J. S. Colson
 Mr. E. A. Cunningham
 Mrs. W. Davis & child
 Mr. J. H. Douvan
 Mr. P. C. Donroche
 Mr. D. M. Devillibus
 Mr. G. M. Discombe
 Major D. rebill, R.A.
 Mr. H. A. C. Douglas
 Mr. E. H. Dwyer
 Mr. H. A. Field
 Mr. & Mrs. Farnald
 Mr. & Mrs. Franke
 Mr. Kennedy Gibson
 Mr. C. Glover
 Mr. John Grant
 Mr. E. G. Griffin
 Mr. C. H. Hani
 Mr. Harold
 Mr. Theo. Howard
 Mr. W. Kerfoot Hughes
 Mr. A. N. Huke
 Capt. Immo
 Mr. E. H. Irvin
 Mr. E. H. Jackson
 Mr. & Mrs. E. Johnson
 Mr. & Mrs. E. S. J., Jr.
 Mr. Chai Kang
 Mr. E. A. Katsch
 Mr. E. K. Katsch
 Mr. A. Kieng
 Mr. & Mrs. K. Kios
 Major H. S. King, R.E.
 Mr. J. Kirkwood
 Miss Lech
 Major R. Pitt, R.E.
 Mr. & Mrs. W. M. Long
 Mrs. E. M. Lovely
 Mr. C. Lue
 Capt. D. Macdonald
 Mr. D. Macdonald
 Mr. Marlow
 Mr. J. McWilliams
 Mr. A. McMenor
 Mr. Michael
 Mr. J. Muller
 Mr. A. Mulick
 Mr. A. Muto
 Mr. W. Purfitt
 Mr. Pascual
 Mr. Geo. W. Pigman
 Mr. C. Piry
 Mr. A. J. Pithor
 Mr. H. A. Polaris
 Dr. L. R. Reel
 Mr. M. Reel
 Mr. W. A. Reid
 Mr. W. E. Robertson
 Mr. W. V. Robinson
 Mr. C. Schow
 Mr. P. W. Sargeant
 Mr. E. G. Smithers
 Mr. E. G. Stevens
 Mr. H. Goyne Stevens
 Mr. H. S. Sweeting
 Mr. A. Tanke
 Mr. D. G. Taylor
 Mr. Harry Thomas
 Mr. H. M. Tibbey
 Mr. Valentin
 Mr. H. Wakeman
 Mr. & Mrs. J. A. Wallace
 Mr. & Mrs. Frank W.
 Watts
 Mr. W. F. Wemyan
 Mr. W. J. G. Whaley
 Mrs. W. Whaley
 Mr. W. H. Wilson
 Lieut. & Mrs. Dagmali
 Will
 Mrs. G. J. Williams
 Mr. & Mrs. A. A. Wil-
 liamson and
 child
 Mrs. J. Williamson and
 child
 Mr. T. B. Woodward
 Mr. J. J. Woolton
 Mr. E. Martin
 Mr. & Mrs. Miller
 Mr. M. Oustind
 Col. Porroft
 Miss Patron
 Mr. Joan Pitt, R.N.
 Hon. H. E. Polton
 Capt. Pryano, E.A.M.
 Mr. & Mrs. J. R. R.
 Mr. W. A. Rablos, U.S.
 Consul
 Mrs. W. A. Rublee and
 child
 Hon. B. Maray Run-
 sany, R.N.
 Mr. & Mrs. Shullina
 Mr. A. Simbur
 Mr. A. G. Spokes
 Mr. J. S. Thomson
 Mr. G. L. Tonia
 Lieut.-Col. J. B. Whisler
 Mr. H. E. Vandeur
 Mr. W. W. Viggers
 Mr. W. W. Wilson & child
 Mr. & Mrs. H. Taylor
 Wright
 Mr. James Anderson
 Mr. & Mrs. J. B. Heimekerk
 Mr. W. Holms
 Capt. P. Langlands,
 O.D.
 Mrs. Langlands
 Sister, Good Civil Hospital
 Consul Volpiotti
 Mr. & Mrs. F. H. Yeats
 Mrs. Florence Adelaide
 Mr. & Mrs. Banyard
 Master Syd. Banyard
 Madeline Bell
 Mrs. O. Carlotta
 Mr. J. C. Corg
 Miss Lulu Engle
 Mr. B. Garsiner
 Lieut. F. C. Harvey
 Mr. & Mrs. T. W. Hind-
 marsh
 Master Walter Hoxley
 Mr. J. Pender
 Mr. G. J. Sterling
 Mr. M. Vort
 Mr. A. Bhas
 Mr. N. K. Davidson
 Mrs. H. C. D. Frampton
 Mr. G. H. Gynner
 Mr. K. Hachtel
 Mr. & Mrs. Krouer
 Mr. J. Milver
 Mr. & Mrs. Michael
 Mr. W. B. Simpson
 Mr. N. S. P. Trima
 Mr. E. W. Lartin
 Mr. & Mrs. E. Lloyd
 Prof. A. P. Nohs
 Dr. & Mrs. R. W. Kiley
 Mr. F. Spitzer
 Mr. P. Saitors
 Mr. E. W. Lartin
 Mr. & Mrs. E. Lloyd
 Prof. A. P. Nohs
 Dr. & Mrs. R. W. Kiley
 Mr. F. Spitzer
 Mr. P. Saitors

CLOSING QUOTATIONS.

		10th July.
ON LONDON.—		
Telegraphic Transfer	.....	1/11 1/2
Bank Bills, on demand	.....	1/11 1/2
Bank Bills, at 30 days sight	.....	1/12 1/2
Bank Bills, at 4 months sight	.....	1/11 1/2
Credits, at 4 months sight	.....	3/11 1/2
Documentary Bills, 4 months sight	.....	1/11 1/2
ON PARIS.—		
Bank Bills, on demand	.....	2/4 1/2
Credits, at 4 months sight	.....	2/4 1/2
ON GERMANY.—		
On demand	.....	1/8
ON NEW YORK.—		
Bank Bills, on demand	.....	47 1/2
Credits, 90 days sight	.....	48 1/2
ON BOMBAY.—		
Telegraphic Transfer	.....	146
Bank, on demand	.....	146 1/2
ON CALCUTTA.—		
Telegraphic Transfer	.....	146
Bank, on demand	.....	146 1/2
ON SHANGHAI.—		
Bank, at sight	.....	73
Private, 30 days sight	.....	73 1/2
ON YOKOHAMA.—		
On demand	.....	6 p.c. pm.
ON MANILA.—		
On demand	.....	21 p.c. pm.
ON SINGAPORE.—		
On demand	.....	1 p.c. pm.
ON BATAVIA.—		
On demand	.....	11 1/2
ON HAIPHONG.—		
On demand	.....	24 p.c. pm.
ON SAIGON.—		
On demand	.....	2 p.c. pm.
ON BANGKOK.—		
On demand	.....	50 1/2
SOVEREIGNS, Bank's Buying Rate	.....	101/20
GOLD LEAF, 100 fine, per tael	.....	85 1/2
BAR SILVER, per oz.	.....	20 1/2

		10th July.
Quotations are:— Allow'ce net. to 1 catty.		
Malwa New	\$830	to \$840 per picul.
Malwa Old	\$860	to \$870 "
Malwa Older	\$830	to \$890 "
P. P. per-wrapped..	\$430	to — "
Persian fine quality	\$850	to — "
Persian extra fine..	—	to — "
Patna New	\$945	to — per chest.
Patna Old	\$962½	to — "
Benares New	\$935	to — "
Benares Old	\$935	to — "

THE AMERICAN MAILS.

The O. & O. steamer *Gaelic*, with mails, &c., from San Francisco to the 14th ult., via Honolulu, has arrived at Yokohama, and left for this port on the 5th inst., via Inland Sea, Kobe, Nagasaki and Shanghai.

The T. K. K. steamer *Hongkong Maru*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 23d inst.

The P. & O. steamer *China*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 29th ult.

The O. & O. steamer *Doric*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 9th inst.

THE INDIAN MAIL.

The steamer *Arratoon Apar*, from Calcutta, left Singapore for this port on the 10th inst., p.m.

MERCHANT STEAMERS.

The N. Y. K. steamer *Hijiyohina Maru* (Bonghai Line) left Singapore for this port on the 6th inst., and is expected to arrive here on the 11th inst.

The A. L. steamer *Maria Valeria* left Moji for this port on the 10th inst., a.m.

The E. & A. steamer *Guthrie*, from Sydney, left Port Darwin on the 5th inst. for this port via Manila.

THE Card published at the *Daily Press Office*
 Contains —
 English Mails, homeward and outward
 French " " " "
 German " " " "
 Canadian " " " "
 Parcel Post " " " "
 Calendar for 1901

That is more information than is given on
 one printed in London for which fifty cents is
 charged. The price of the locally printed
 correct card is 20 cents on paper, 30 cents on
 cardboard. Supplied only for cash by *Daily*
Press Office or the Booksellers.

PORTLAND CEMENT
 J. B. WHITE & BROS
 SOLE AGENTS FOR CHINA,
 HOLLIDAY, WISE & CO.
 Hongkong, 16th September, 1899. [1506]

DENTISTRY
AT
NO. 39, QUEEN'S ROAD CENTRAL.
CHADWICK KEW
(LATE OF POATE & NOBLE).
Hongkong, 15th September, 1899. [1508]

Cutler, Palmer & Co., London.
AGENTS
LANE, CRAWFORD & Co.
HONGKONG.

MOUNTINGS OF THE NAVAL GUNS and their Subsequent Use with the **LADYSMITH RELIEF COLUMN,"**
Being a Lecture by **CAPTAIN PERCY SCOTT,**
R.N. C.B.,
and
CAPTAIN A. H. LIMPUS, R.N.
(of H. M. S. Terrible).
The book is printed on art paper, and illustrated with coloured maps and sketches.
Prices \$1 and \$1.50

FOR SALE.

MAP OF THE SIKIANG or WEST RIVER
From HONGKONG to WUCHOWFU,
Showing the Ports and Calling Places
Opened to Foreign Trade, 1897.
Published at *Daily Press* Office.
Price 25 Cents. Cash.
Hongkong, 1st April, 1897

[84]

JUST LANDED A NEW STOCK OF
 ELEY'S AND KYNOC'S SPORTING
 CARTRIDGES AND NEWCASTLE
 CHILLED SHOT.
 20 BORE CARTRIDGES.
 16 " "
 12 " "
 10 " "
 8 " "
 Wm. SCHMIDT & CO.,
 Gunsmiths.
 Hongkong, 3rd January, 1901. [123]

CHRONICLE AND DIRECTORY

CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS
SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA,
PHILIPPINES, BORNEO, &c.,
FOR
1901.
THE THIRTY-NINTH ANNUAL ISSUE.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Netherlands India to Siberia, in which Europeans reside.

Not only is the Directory as full and complete in each case as it can be made, but each Colony, Port, or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which will serve as accurate GUIDES FOR THE TOURIST, giving every detail in connection with the places, their History, Topography, &c., &c.

This Information in these Descriptions, consisting of a hundred interesting articles, packed with facts concisely set out, and containing statistics of the TRADE of each Country and Port, would alone suffice to fill a large volume.

DEERLESS SCOTS WHISKIES.

OF

HAIG & HAIG, LD., DISTILLERS SINCE 1679.

3 Star, SPECIAL—The finest of all "Pog"	WHISKIES at	\$13.00
5 Star, LIQUEUR—Exquisite, best in the World for Club or Private use at	"	\$19.00

Step drinking man, Smoky Stuff, because "it comes through the SODA.—
Try H&H's WHISKIES, pure, mellow, matured, non-smoky, delicate flavoured
Once tried, preferred to all others. Sole Agents for Hongkong.

F. BLACKHEAD & Co.

13970

Printed and Published by ALFRED CUNNINGHAM for the Concerned, at 14, Des Voeux Road Central, City of Victoria, Hongkong ; London Office, 131, Fleet Street, E.C